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TOLEDO

AND

LUCAS COUNTY, OHIO

1623—1923

JOHN M. KILLITS, A.M., LL.D.
EDITOR

VOLUME I

ILLUSTRATED

CHICAGO AND TOLEDO
THE S. J. CLARKE PUBLISHING COMPANY
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FOREWORD

It is commonplace to say that communities exhibit an individuality as definitely as a person may impress his friends with the possession of distinctive traits of character. No one of even moderate powers of observation, if he has had experience of other places than his own, has escaped sensing this fact. Of course, this must be so, for community individuality is but the composite of the characters and dispositions of the citizens whose lives and activities are thrown together therein, and it is equally true that such civic spirit must be and is affected and built into a reality by factors in the same analogy as those which work to the character of a mature individual.

Environment, heredity and opportunity are the prime influences in molding the individual, and this may be said, also, of the making of that abstraction which we may call the soul of a community.

Natural advantages and disadvantages, including location and physical and political relations to the greater State of which it is a part; history, aboriginal as well as civilized; original racial contributions, all these are factors in the development and maintenance of a community spirit.

We note, perhaps with regret, that, in some parts of the country, men of alien lineage and habits of thought are taking over places hallowed with memories of early struggles in the development of our American commonwealth, but it is not imaginable that these new stocks are unaffected, as they work into our cosmopolitan Americanism, by the hallowed memories which cling around Bunker Hill, Concord and Plymouth Rock or by the institutions, fruitage of long past struggles for liberty, which have united them to our shores and which give to them and theirs opportunities unknown in their ancestral homes. Wherever historical associations and other elevating factors contributed by nature, or developed through human effort, make up local atmosphere, we may look for beneficial results when residents of any extraction are brought under their influence.

Toledo is yet in a stage of development which we may consider as adolescence, and its community spirit is, perhaps, yet adolescent. But the fundamentals of prophecy seem to abide in the circumstances which are hers—a climate temperate, yet invigorating; a vast contributory hinterland which nature has richly endowed; wonderfully beautiful scenic effects along its river and bay; site and immediate surroundings the scenes of heroic struggles which contributed vitally to the upbuilding of a great empire; by the hand of nature and by man's effort, the cross-roads of a great commerce, where may meet to be used or exchanged vast quantities of nature's bounties or men's production; a population of great diversified antecedents but already welding into a definite and creditable American composite—herein are foreshadowed the Toledo of the future.

The pages which follow are offered with the hope that they will serve beneficially in the making of Toledo into a great metropolis, with a soul uplifted and

fortified by many previous memories, with ambitions stimulated and supported in the use of many opportunities offered by nature and the art and industry of man—with an exalted community spirit toward whose final establishment as a characteristic of the city the trend is now observable.

With the unusual pressure of official duty imposed upon the undersigned since this task was begun—work which could not be laid aside—it is now felt to have been at least a personal mistake to have yielded to suggestions of friends that the editorship of this history should be undertaken. For the probable mistakes or omissions which may be found in the first volume responsibility must be borne by the editor, although, with the exception of three or four chapters, all of the writing and compilation has been done by the publisher's literary staff. Many mistakes or omissions of this historical volume, it is hoped, will be found corrected or supplied in the biographical volumes. Errors will undoubtedly be found in the whole work. It is believed, however, that they are not in sufficient quantity or of a quality to seriously affect its value as a contribution to the literature of Toledo and its environment. Several excellent histories have been published dealing altogether or in part with the affairs of the city and county. It is not intended that this work should fully traverse the field covered by them. The past is to be here covered only in the most general way, just far enough to bring it along as of the preparation for the present.

Toledo is expanding so rapidly that a contemporary picture of its business and social conditions becomes ancient history in a few months, before the mechanical execution of the account can be perfected. The work, then, must be considered as an attempt at a pen picture of the community in the spring of 1923, to serve as a bench mark from which to compute the progress of advancing decades.

In presenting this history to the citizens of Toledo and Lucas County, the publishers and editor are hopeful that there will be found therein but little to criticize and that errors will be received in a kindly spirit. Acknowledgments are due and are here tendered of obligations, in large measure, to city and county officials and to the attaches of the Toledo Public Library and to citizens who have responded to invitations with much valuable information.

Toledo, April 30, 1923. JOHN M. KILLITS.

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CHAPTER I

TOLEDO AND LUCAS COUNTY

LOCATION AND BOUNDARIES—AREA—TOPOGRAPHY—THE MAUMEE RIVER—A POET'S WIT—GEOLOGY OF THE COUNTY—THE GLACIAL EPOCH—DRIFT AND MORAINES—SOIL AND CLIMATE.

Lucas County, of which Toledo is the seat of justice, is one of the northern tier of Ohio counties. It is irregular in form; bounded on the north by the State of Michigan; on the east by Lake Erie and Wood County; on the south by the counties of Wood and Ottawa, and on the west by the counties of Fulton and Henry. According to Rand & McNally's Atlas, the area of the county is 342 square miles.

TOPOGRAPHY

Like that of most of the counties bordering upon the Great Lakes, the surface presents but few undulations, rising in a gradual slope from Lake Erie to the western border. The highest point is near the northwest corner, 140 feet above the lake. As Lake Erie is 580 feet above the level of the sea, the greatest altitude of Lucas County, in Richfield Township, is 720 feet.

The principal watercourses are the Maumee and Ottawa rivers, Swan and Ten-mile creeks. The Maumee forms part of the boundary line between Lucas and Wood counties. From the foot o fthe rapids to the Maumee Bay it divides Lucas County into two unequal portions, leaving Oregon and Jerusalem townships on the east. It has its source at Fort Wayne, Indiana, where it is formed by the confluence of the St. Joseph and St. Mary's rivers. From Providence, near the southwest corner of the county, to Maumee it falls about sixty feet in a series of cascades, forming what are known as the "Maumee Rapids." From the foot of these rapids to Lake Erie the river is navigable for boats of considerable size. The largest lake steamers easily ascend the Maumee to Toledo, giving the city one of the best harbors on the Great Lakes.

The Ottawa River is formed in Sylvania Township by the junction of Bear and Ten-mile creeks. At first it flows in a southeasterly direction, then turns toward the northeast, and empties into the Maumee Bay near the boundary between Ohio and Michigan. The name "Ten-mile Creek" is sometimes given to that portion of the stream flowing through Adams and Washington townships and the northern part of the City of Toledo.

Swan Creek rises in Fulton County and follows a southeasterly course until near the Village of Whitehouse, in Waterville Township. It then runs almost parallel to the Maumee to the western boundary of Adams Township, when it turns more to the eastward and falls into the Maumee near the foot of Monroe Street in the City of Toledo. This creek, with Ten-mile, Bear, Sibley and Jacob creeks and a few smaller streams afford fairly good drainage for that part of the county lying north-

west of the Maumee River, though in some localities it was found necessary to resort to artificial drainage before the land could be profitably cultivated.

Most of that portion of the county southeast of the Maumee lies in what is known as the "Black Swamp" district. This section is drained by small streams that empty into Lake Erie. The most important of these are the Crane, Cedar and Wolf creeks and the "Big Coolee."

THE MAUMEE RIVER

On the early French maps of the Great Lake region, the name of this stream appears as "Miami du Lac," the English translation of which is the "Miami of the Lake." In early Indian treaties and other old documents relating to this section of the country, frequent reference is found to the "Miami of Lake Erie," or the "Miami of the Lakes," these terms being used to distinguish the river from the Miami which empties into the Ohio River near the southwest corner of the State of Ohio. There can be no doubt that the name was derived from the Miami Indians. The word was pronounced by the French as though spelled "Mee-ah-mee," with the accent on the second syllable. During the War of 1812, the American soldiers, unfamiliar with the French language, slurred the vowel in the first syllable and broadened the sound of the "a" in the second. This resulted in the pronunciation of the word as though spelled "Mau-mee," which in a short time became generally recognized as the name of the river.

On November 7, 1855, an effort was made by some of the citizens of the City of Toledo to change the name of the river. A public meeting was held on that date, with S. J. Kuder as chairman and W. M. Scott acting as secretary. A resolution was introduced, the preamble of which set forth that the early associations of the river, "aided by a poet's wit," had given the river, the bay at the mouth thereof and the valley "an unjust and unfavorable reputation." It was therefore "Resolved, that the Maumee River and the Maumee Bay be hereafter known as the Grand Rapids River and the Grand Rapids Bay, and that the local press of the Grand Rapids Valley be requested to publish the proceedings of this meeting."

The meeting proved to be as barren of results, however, as that of the tailors of Tooley Street. The name Maumee was too firmly established to be changed by a resolution adopted by a few individuals. It is quite probable that the "poet's wit" alluded to in the resolution related to some verses published in the "Maumee City Express" of June 24, 1837. There are no doubt old residents who may be able to recall the meeting of 1855 and the rhymes referred to, but for the benefit of the present generation the poem is here reproduced:

"On Maumee, on Maumee,
Potatoes they grow small;
They roast them in the fire
And eat them—tops and all.

"There's Bass and Mullet, too;
They run from Spring till Fall;
They take them by the tail
And down them—scales and all.

THE MAUMEE RIVER

As it is now at Maumee, taken from a point on the west side of Perrysburg

"There's 'possum, coon and fox,
So poor they scarce can crawl;
They catch them in a trap
And eat them—fur and all.

"There's crow upon the bank,
So lean they never squall;
They shoot them through the eye
And take them—down and all.

"The soil is rich and black,
The corn it grows quite tall;
They take it from the field
And eat it—cobs and all.

"On New Year's holiday,
The chaps they have a ball;
'Tis whiskey in a gourd;
They drink it—gourd and all.

"The girls are plump and fair,
The babes know how to bawl;
The boys they always court
The girl, mam, dad and all.

"On Maumee, on Maumee,
'Tis Ague in the Fall;
The fit will shake them so
It rocks the house and all.

"There's a funeral every day,
Without a hearse or pall;
They tuck them in the ground,
With breeches, coat and all."

GEOLOGY

The first geological survey of Ohio was authorized by the Legislature of 1837 and Prof. William W. Mather, formerly connected with the geological survey of New York, was appointed state geologist. His work was abruptly terminated before Lucas County was reached and no report was ever published. By the act of April 3, 1869, the Legislature provided for a complete geological survey of the state. Prof. J. S. Newberry was appointed chief of the survey. Under the provisions of this act the first reports on the geology of Lucas County were made in 1870 and 1871.

From these reports it appears that the oldest rocks in the county are those belonging to the Helderberg series of the Lower Devonian age. Between Provi-

dence and the foot of the rapids the Maumee River flows over ledges of the Lower Helderberg formation. At Maumee, the head of slack water, a ledge of this limestone forms what is known as the "Rock Bar" across the river, only a few feet below the surface at low water. From this bar to Lake Erie the bottom of the river is composed of clay and sand.

At Roche de Boeuf, about a mile above Waterville, a Waterlime exposure forms a bluff about thirty feet in height. Here may be seen the remains of an old channel, which makes a detour from the left bank of the river around a portion of the bluff. This portion was no doubt at one time an island. Two miles below Waterville similar phenomena are to be seen. At this point the isolated portion of the bluff is known as Presque Isle—a name given to it by the early French.

Outcrops of the Niagara limestone, of the Upper Silurian age, in Ottawa County near the Lucas County line, have led geologists to believe that this stone underlies a large part of Oregon and Jerusalem townships, southeast of the Maumee River, but no exposures occur in the county. Concerning the Lower Helderberg series in Ohio, Prof. Edward Orton, of the Ohio Geological Survey, says:

"The interval that exists between the Niagara and the Devonian limestones is occupied in Ohio by a very important formation. It is filled with a series of beds, which are in part at least the equivalents of the Waterlime of New York. The name is unhappily chosen. Strictly applicable to only an insignificant fraction of the beds of this series in New York, we are still obliged to apply the designation Waterlime, with its misleading suggestions, to all deposits of the same age throughout the country. Though the last to be recognized of our several limestone formations, the Waterlime occupies a larger area in Ohio than any other, its principal developments being found in the drift-covered plains of the northwestern quarter of the state. . . . The surface of many successive layers at numerous points is covered with sun-cracks, thus furnishing proof of having been formed in shallow water near the edge of the sea. In such localities the beds are usually quite thin, and are also impure in composition. In these respects it suggests the conditions of the Onondaga salt group of New York. It is frequently a nearly pure dolomite in composition and accordingly it yields magnesian lime of high quality, and is extensively burned in the state, rivaling in this respect the Guelph beds of the Niagara group."

In Lucas County this so-called Waterlime is exposed in a number of places. Besides the ledges forming the bed of the Maumee River, already mentioned, it is exposed in the bed of Swan Creek at the village of Monclova, in the northern part of Monclova Township, in the Ten-mile Creek in Sylvania Township, on the plain near Maumee, and at several other points. At Maumee, Monclova and Waterville it has been utilized to some extent in the manufacture of lime, the Geological Report for 1870 stating that 40,000 bushels had been burned in 1869. It consists of two layers, the lower of which is designated as Waterlime and the upper as Corniferous limestone. Through the townships of Monclova, Springfield, Sylvania and Waterville, the surveyors found a bed of Oriskany sandstone underlying the Corniferous and resting upon the Waterlime.

From an economic standpoint, the Helderberg limestones constitute the most important geological formation in the county. All the members of this group are exposed in a rocky ridge about two miles west of the village of Sylvania. A section here shows the following arrangement—from the top downward:

	SERIES	FEET
1.	Soft cream or buff limestone	12
2.	Friable white sandstone (Oriskany)	20
3.	Arenaceous and fine-grained gray limestone	52
4.	Drab limestone	50
5.	Buff limestone, with white chert	25
6.	Dark, bluish gray limestone	5
	Total	164

No. 1 is of massive formation, rather soft in texture and easily worked. It has been used as a building stone in structures of inferior character. No. 2 is not suitable for building purposes, but affords a pure, white sand, well adapted to glass manufacture. As early as 1863 the firm of Card & Hubbard began shipping this sand to the glass factories of Pittsburgh, where it found a ready market at from $15 to $18 per ton. The enterprise was abandoned upon the death of Mr. Card. No. 3 has been quarried in the northern part of Monclova Township and near the village of Whitehouse. It has been used extensively for building purposes. No. 4 is found in beds varying from six to ten inches in thickness and has been used for making lime. No. 5 can be quarried in large blocks, is easily worked when first taken from the quarry and is considered the best building stone in the county. It has been used in the construction of bridge abutments and foundations where strength and durability are required. No. 6 has been used to some extent as a building stone, but chiefly for the manufacture of lime. Fossils are found in all the numbers, but are most abundant in Nos. 1 and 6.

In Richfield, Spencer, Swanton and Providence townships the surveyors found the Huron shale, a hard, bituminous, black shale. The Hamilton group, of the Middle Devonian age, is not exposed in Lucas County, but evidences of its existence were found in a bed of soft, gray shale outcropping in a narrow band along the edge of the Huron shale. In the eastern part of Fulton County, near the Lucas County line, in boring for oil about 1885 or 1886, the Hamilton beds were found to be twenty feet in thickness. It is quite probable that the formation extends into Lucas County, at least as far as the Huron shale.

THE GLACIAL EPOCH

Far back in the geological past, at the close of the Tertiary period, came the Pleistocene or "Ice Age," during which all the central part of North America was covered with a vast sheet of ice, which extended from the Appalachian Mountains on the east to the Rocky Mountains on the west. This ice sheet, or glacier, was formed in the northern part of the continent by successive falls of snow, the weight added by each snowfall aiding in compressing the mass below into a solid body of ice. As the temperature rose the entire glacier began to move slowly southward, carrying with it clays, great bowlders and other substances, to be deposited in localities far distant from those where they had been originally placed by the hand of Nature.

In the onward march of the glacier the bowlders and other hard substances, being heavier than the ice, sank to the bottom and left scratches or striae upon the

bed rocks. From these marks geologists have been able to determine the course and extent of the glacier. Striae have been found near the top of the White Mountains, 6,300 feet above the present sea level, and high up in the Alleghany Mountains, indicating that the sheet of ice must have been several thousand feet in thickness. Regarding the course of the glacier in the Maumee Valley, Grove K. Gilbert, of the Ohio Geological Survey, says:

"The peculiar, planed and scored rock surface, that marks so unmistakably the passage of a glacier, is found, without exception, wherever the drift is freshly removed and there is no reason to doubt that it exists throughout the entire district, save only in a few spots where it has been exposed to modern denuding agencies. . . . . Through the western portion of the trough occupied by Lake Erie, the ice moved nearly westward, bearing, however, a trifle to the south. Farther west, in the broad Maumee Valley—the prolongation of the same trough—it swerved still more south, moving west-southwest in Ottawa and Lucas counties, southwest in Defiance and Paulding, and south-southwest in Van Wert and Allen."

How long the glacial epoch lasted, or how long since it occurred, is largely a matter of conjecture. Some geologists have estimated the duration of the Ice Age as half a million years, and that the last of the ice disappeared more than eight hundred centuries ago.

DRIFT AND MORAINES

When the glacier reached a latitude where the rays of the sun were of sufficient strength to melt the ice, it rapidly disappeared. With its disappearance the solid materials carried by it were deposited upon the bed rocks or preglacial soil in the form of drift. Where the drift was deposited in a ridge at the edge of the glacier, the elevation is called a "lateral moraine." The ridge formed where two glaciers, or two sections of a great glacier moving in slightly different directions, came together is called a "medial moraine." The ridge marking the point where the last of the ice was dissolved is known as a "terminal moraine."

In the Upper Maumee Valley there are two well defined moraines. The first, or inner moraine, begins near Adrian, Michigan, strikes the Maumee River near Defiance, where it turns eastward and passes near the towns of Ottawa and Findlay. The second, or outer moraine, runs from a point near Hillsdale, Michigan, to Fort Wayne, Indiana, thence eastwardly passing a little south of Van Wert and Lima. Just west of this moraine are the St. Joseph and St. Mary rivers, which unite at Fort Wayne to form the Maumee. In the valley between the two moraines are the Tiffin and Auglaize rivers, which empty into the Maumee near Defiance, the former from the north and the latter from the south.

Within the inner moraine the surface of the deposit, or drift, has been somewhat modified by the waters of Lake Erie, which at one time covered half of the Maumee Valley. The deposit left during this period consists of the Erie and Lacustrine clays. The former was deposited as the glacier retreated and is distinguished by the bowlders, gravel and disintegrated matter created by the friction of the glacier upon the surface of the bed rocks. The latter consists of strata formed in the lake, which later became dry land. This clay is free from bowlders and has been extensively used at Toledo in the manufacture of bricks. The greatest depth of the drift in the Maumee Valley is near Wauseon, Fulton County, where it is 166 feet.

TURTLE ISLAND AND LIGHT HOUSE, LAKE ERIE

Built on a natural island, 1831. Rebuilt, 1867. Abandoned as a Light House May 15, 1904. Sold December, 1904, to Captain John Craig.

At Toledo it is 100 feet, three miles east, in Oregon Township, it measures 80 feet and in Richfield Township it is only 65 feet. On the summit of the rocky ridge two miles west of Sylvania it is entirely absent.

SOIL AND CLIMATE

Lucas County, in common with all the Great Lake region, is covered with the glacial drift. Soil formed of drift materials, being composed of a variety of mineral constituents, usually has all the chemical requirements of a fertile soil. Exceptions to this rule are seen in places where the separation of drift materials—by floods or atmospheric action—is sometimes carried to such a degree as to destroy fertility. A bed of clay, sand or gravel is not a soil, but a mixture of all three constitutes a soil that will produce vegetation.

Originally, the greater part of the county was heavily timbered with beech, basswood, black walnut, elm, hickory and some other varieties of trees. In these timbered districts the soil is composed of clay, sand and loams, and the clay usually contains a considerable percentage of lime, which adds to the fertility. Soil of this character is well adapted to fruit culture and Northern Ohio boasts many fine orchards and vineyards. In places there were small plains called "oak openings," a fine description of which is given in J. Fennimore Cooper's novel of that name. The soil in the oak openings is generally sandy and with numerous treeless swamps. But by drainage and careful cultivation these have been made to produce fair crops.

The townships of Jerusalem and Oregon, and the eastern part of Washington, lie in the district known as the "Black Swamp." Here the soil is a fine clay, with sand as a constituent in places, and its dark color is due to decaying vegetation. The crawfish, or fresh-water lobster has been an important agent in the improvement of the soil in this district. During dry seasons these little crustaceans bore their wells deeper and deeper, until they strike water, bringing the excavated clay to the surface, where it becomes mixed with the mold, giving the soil greater elements of productiveness and durability.

Like that of other cities in the Great Lakes country, the climate of Toledo is modified by the large bodies of water in the immediate vicinity. Records of the United States Weather Bureau show that the average mean temperature from May to September, inclusive, rarely exceeds 72° Fahrenheit, and the mean winter temperature is 26°, the coldest weather usually occurring in February. The mean annual temperature is therefore 49° and varies but little from that of other lake cities in about the same latitude. The annual precipitation is 38.9 inches.

Early settlers found the swampy portions of the county too wet for cultivation and these swamps wielded an unfavorable influence upon the general healthfulness of the climate. Dr. William C. Chapman, writing in 1888, says:

"For some years before name was given to Toledo, there was, perhaps, no more unhealthy place upon the whole continent than at this point of Wood and Lucas counties. The river, from its headwaters at Fort Wayne, ran slowly through the marshes of the Black Swamp. The land being flat and covered with forests, with no drainage, was a hotbed of miasm, and was as uninviting as possible to the frontiersman. As land was redeemed from its primitive condition, after the plow furrow followed the malaria, until whole communities were prostrated with the dread fever and ague."

Not only were fever and ague prevalent in those early days, but the more severe forms of remittent fever were general. As late as 1866 the death rate in Lucas County was almost seventeen persons for each one thousand inhabitants. Probably nowhere in the country has the effect of man's dominion over the forces of nature been more clearly illustrated than in Lucas County. With the clearing of the forests and the draining of the swamps, the fever and ague disappeared by 1875. The death rate decreased and since the year 1900 it has never exceeded twelve per thousand of the population in any one year. Dr. Charles E. Slocum, in his "History of the Maumee Valley," says:

"Since the passing of the swamps and their miasms, the healthfulness of this basin ranks very favorably with that of any region in America. Most parts have been comparatively free from the severer forms of contagious diseases, including tuberculosis."

CHAPTER II

PREHISTORIC TOLEDO

THEORIES REGARDING THE ABORIGINES—THE MOUND BUILDERS—OHIO MOUNDS—MOUND BUILDERS' DISTRICTS—LUCAS COUNTY MOUNDS—THE OLD FORTS AT TOLEDO—WHO WERE THE MOUND BUILDERS—THE MODERN VIEW.

When the first white men came into the Maumee Valley they found the country peopled by Indian tribes; but were these tribes the original occupants? The question is more easily asked than answered. Owing to various theories that have been advanced, the origin of the aboriginal inhabitants of Central North America is veiled in obscurity. A number of writers—men who made a special study of the subject—have asserted their belief that the first occupants of the continent were descendants of the lost tribes of Israel. Among these were Prescott and Schoolcraft, who have supported their theory with interesting and ingenious arguments to show that it was not impossible for the first inhabitants of North America to have come from Asia, either by being drifted across the Pacific Ocean or by way of Behring's Strait, and then gradually working their way southward into what are now the United States and Mexico.

THE MOUND BUILDERS

The first white settlements along the Atlantic coast were made in the early years of the Seventeenth Century. Almost a century and a half elapsed after these settlements were founded, before evidences were discovered to show that the interior had once been peopled by a peculiar race. One of the reports of the United States Bureau of Ethnology says:

"During a period beginning some time after the close of the Ice Age and ending with the coming of the white man—or only a few generations before—the central part of North America was inhabited by a people who had emerged to some extent from the darkness of savagery, had acquired certain domestic arts, and practiced some well-defined lines of industry. The location and boundaries inhabited by them are fairly well marked by the mounds and earthworks they erected."

The center of this ancient civilization—if such it may be called—appears to have been in the present State of Ohio. From the relics left by this people, the name of "Mound Builders" has been conferred upon them by archaeologists. Most of the mounds so far discovered are conical in shape and are rarely more than a few feet in height. When opened they have generally been found to contain human skeletons, weapons and utensils. For this reason they have been designated as burial mounds. Others are in the form of truncated pyramids—that is, square or rectangular at the base and having a level area at the top. Mounds of this type frequently rise to a height of fifty or seventy-five feet and are supposed to have been

lookouts or signal stations. In some localities the mounds, or tumuli, take the form of animals or birds. These are called effigy mounds. Notable examples of effigy mounds are the "Great Serpent," in Adams County, Ohio; the "Eagle," in Putnam County, Georgia; and the "Great Bear" mound, near Oshkosh, Wisconsin. Here and there are to be seen well-defined earthworks, indicating that they were erected as places of defense against invading enemies. In a few instances a large mound, surrounded by an embankment, outside of which are a number of small mounds, has been discovered. Investigation of such mounds has disclosed charcoal, ashes, charred bones, etc., which has given rise to the theory that they were centers of religious worship or sacrifice.

OHIO MOUNDS

Concerning the relics of the Mound Builders in Ohio, Francis C. Sessions, president of the Ohio Archaeological and Historical Society, wrote in 1887: "Ohio is richer in archaeological and prehistoric remains than any other state, and thus far has done absolutely nothing to protect the many ancient mounds, earthworks, burial places and village sites. It is not very flattering to one's state pride that some Boston women were applied to by Professor Putnam, of the Peabody Museum, Cambridge, Massachusetts, to buy the famous Serpent Mound in Adams County. If he had not taken an interest in its preservation it is evident it would soon be a thing of the past. Is it not to be deplored that the public-spirited citizens of Ohio do not take a deeper interest in the preservation of these wonderful remains of a prehistoric race? It is to be hoped that the governor will call the attention of the Legislature in his message to the importance of their preservation, and that a small appropriation may be made toward securing from destruction some of the more important ancient monuments of our state. There are many others as important as the 'Serpent,' which need attention at once to preserve them."

Twelve years after the above was written by Mr. Sessions, Warren K. Moorehead, curator of the same society, gave in his report of field work the following list of known Ohio relics:

Earth mounds (burial)	2,275
Stone mounds	56
Village sites	253
Forts, earthworks, etc	140
Stone fortifications	4
Groups of stone graves	143
Total	2,871

Gerard Fowke, in his "Notes on Ohio Archaeology," says: "The total number of mounds in Ohio has been estimated at ten thousand. This is probably under the correct figure, for while they are almost totally absent in the northwestern counties forming the 'Black Swamp' district, and are comparatively scarce in the rugged hill lands of some of the southeastern counties, there is scarcely a township in any other portion of the state in which they are not found."

Among the important Mound Builders' works in Ohio are the "Great Serpent,"

already mentioned; the Baum prehistoric village site in Ross County, from which many interesting relics have been taken; the Adena Mound, near Chillicothe; and Fort Ancient, on the left bank of the Little Miami River in Warren County. The Adena Mound was originally 445 feet in circumference and 26 feet high. Some years ago it was almost entirely removed, the earth being used in the construction of a railroad. Archaeologists who were present at the time reported the finding of a large number of relics, including human skeletons, utensils, etc. Fort Ancient is one of the most interesting earthworks yet discovered. The total length of the embankment is 18,712 feet, or a little more than three and a half miles. At the base this embankment is over forty feet wide, is four feet wide at the top and has an average height of thirteen feet. The inclosure is divided into three parts, known as the Old, Middle and New Forts. In the wall are seventy-four well preserved gateways or entrances. In 1894 the Ohio Legislature provided for the purchase of this work, which is now a state reservation. A similar earthwork, though much smaller, is found near Newark.

MOUND BUILDERS' DISTRICTS

Cyrus Thomas, of the United States Bureau of Ethnology, has divided the region once inhabited by the Mound Builders into eight districts, each of which is marked by certain characteristics not common with the others. The location of these districts can be fairly well determined by their names, to wit: 1. The Dacotah; 2. The Huron-Iroquois; 3. The Illinois; 4. The Ohio; 5. The Appalachian; 6. The Tennessee; 7. The Arkansas; 8. The Gulf.

The second of these districts—the Huron-Iroquois—is the one in which Toledo and Lucas County are situated. It embraces the country formerly inhabited by the Huron and Iroquois Indians and includes the greater part of the State of New York, a strip across the northern part of Ohio, the lower peninsula of Michigan, extending northward into Canada. Throughout this district burial mounds have been found, a number of fortifications have been noted, and "hut rings" (remains of the foundations of ancient dwellings) are abundant.

LUCAS COUNTY MOUNDS

In the list of Mound Builders' works above enumerated by Mr. Moorehead, fifteen are in Lucas County, to wit: Seven earth mounds, one glacial kame burial place and three village sites in Oregon Township; two earth mounds in Adams Township; one inclosure in Springfield Township, and one group of stone graves in Providence Township. There is no record of any scientific exploration of these mounds and they have been practically obliterated by the plow of the husbandman.

It appears that Mr. Moorehead overlooked the most important relics in the county. Grove K. Gilbert, of the Ohio Geological Survey, in his report on Lucas County, published in 1871, describes two small earthworks at Toledo. He says: "In regard to these works tradition is silent, and though it is questionable whether they belong to archaeology or modern history, it is well to describe them before they are entirely destroyed.

"One is now intersected by Clayton and Oliver streets and has been nearly obliterated by grading, etc. It was pointed out to me by Mr. Charles A. Crane, an old

resident, and from his description and such fragmentary portions as remain, I have been able to restore the outline. It has the form of a semicircle 400 feet in diameter, resting on the bluff of Swan Creek, down which the embankments were carried to the water.

"The second work is similar in form and 387 feet in diameter. It is located on the east bluff of the Maumee River, in Oregon Township, just within the southern limit of Toledo; and the field which it traverses has never been disturbed by the plow. The ridge rises less than two feet above the surface and the ditches from which the earth was removed remain within and without. The curve is irregular, as though its location had been influenced by trees, and at one point, probably the entrance, a second short ridge lies inside the principal. These and other facts have led to the conclusions: First, that the works are forts; second, that the embankments supported stockades; and third, that they belonged to a people using the river and protecting themselves against a foe in the forest.

"There is little to indicate their antiquity. Human bones (probably of Indians), with fragments of pottery, bones of fish, deer, etc., and excavated kettle-shaped fireplaces are found in close proximity to the eastern work, but their connection was not established. The other was based on a channel of Swan Creek, doubtless then full of water, but at the commencement of the present occupation deserted by the stream and filled to the condition of a marsh, through which a cut for navigation has recently been dredged."

Col. Charles Whittlesey, of Cleveland, made an examination and wrote a description of eight ancient earthworks in Northern Ohio. He says: "Of the works bordering on the shore of Lake Erie, there was none but may have been intended for defence; although in some of them the design is not perfectly manifest. They form a line from Conneaut to Toledo, at a distance of from three to five miles from the lake, and all stand upon or near the principal rivers. The most natural inference with respect to this northern cordon of works is, that they formed a well occupied line, constructed either to protect the advance of a nation landing from the lake and moving southward for conquest; or, a line of resistance for people inhabiting these shores and pressed upon by their southern neighbors. The scarcity of mounds, the absence of pyramids of earth which are so common on the Ohio, the want of rectangular or any other regular works, at the north—all these differences tend to the conclusion that the northern part of Ohio was occupied by a distinct people."

The most western of the eight forts described by Colonel Whittlesey was the one on the right bank of the Maumee at Toledo, one of those mentioned by Mr. Gilbert in his report of 1871. Concerning this fort S. S. Knabenshue wrote in the "Ohio Archaeological and Historical Quarterly" for January, 1902: "The site of this ancient work is on the east side, a little above the end of the Fassett Street bridge and directly back of the C. H. & D. elevator. The greater part is unfenced common. . . . After the ground was cleared of trees it was cultivated and the plow soon reduced the works to a uniform level. The only reminder of the work is the name 'Fort Street'—a short thoroughfare running east from the Ohio Central tracks to Crescent Street. If extended westward to the river it would cut the center of the site. When it was laid out the fort was still in existence and the name was given in consequence."

Fort Street is now Hathaway Street. Slocum, in his "History of the Maumee Valley," gives the old earthwork a slightly different location from that given by

Knabenshue. He says the upper embankment came to the river bank a few yards above Fassett Street and the south end was 387 feet down the river. He also says that the names "Fort and Crescent streets were suggestive of the use and form of the embankment."

WHO WERE THE MOUND BUILDERS?

Various authors have written upon the subject and almost every one has a theory as to the origin of the Mound Builders. Some maintain their civilization was first established in the Ohio Valley, whence they worked their way gradually southward into Mexico and Central America, where the white man found their descendants in the Aztec Indians. Others, with arguments equally logical and plausible, contend that this ancient race originated in the South and migrated northward to the country about the Great Lakes, where their progress was checked by hostile tribes.

The first survey of a scientific character was that made by Caleb Atwater, of Circleville, Ohio, in 1819, under the auspices of the Archaeological Society of Worcester, Massachusetts. Circleville derives its name from a circular earthwork on the left bank of the Scioto River, in the center of which was erected the courthouse. Mr. Atwater was born at North Adams, Massachusetts, in December, 1778, and was educated for a Presbyterian minister. Later he studied law and in 1815 located at Circleville, where he died in 1854. His investigation of the mounds in Pickaway County proved them to be of artificial origin and awakened a widespread interest in the subject of archaeology.

Among the earliest writers on the Mound Builders were Dr. Edwin H. Davis, of Chillicothe, Ohio, and Ephraim G. Squier, of New York. Between the years 1845 and 1848 these two men explored over two hundred mounds in the Ohio Valley. They wrote an account of their investigations, which, accompanied by diagrams and illustrations, was published by the Smithsonian Institution in 1848, under the title of "Ancient Monuments of the Mississippi Valley." This publication was the first systematic effort to describe the numerous mounds and other remains left by the Mound Builders and for years it stood at the head of the archaeological literature of North America. Since then the Smithsonian Institution has continued to publish books and monographs relating to this subject and many private investigators have published the results of their explorations. Practically all the early writers on archaeology in North America were agreed upon one thing, which was that the Mound Builders were a very ancient race. The principal reasons advanced in support of this theory were: First, the Indians had no traditions concerning many of the mounds and earthworks, and, second, trees several feet in diameter were found growing upon many of the relics at the time of their discovery by the white man. Growth rings of these trees were cited as evidence of their great age, but Fowke points out that this evidence is unreliable, as it is not unusual for two or three rings to form in one year. No inscriptions or hieroglyphics have been found to assist in the solution of the mystery, and much that has been written on the subject is based upon conjecture and speculation.

In recent years archaeologists, who have made extensive research among the mounds and earthworks, are almost unanimous in the belief that the Mound Builders were nothing more than the ancestors—more or less remote—of the Indian tribes found here by the white men. Says Brinton:

"The period when the Mound Builders flourished has been differently estimated; but there is a growing tendency to reject the assumption of a very great antiquity. There is no good reason for assigning any of the remains of the Ohio Valley to an age antecedent to the Christian era; and the final destruction of their towns may well have been but a few generations before the discovery of the continent by Columbus. Faint traditions of this event were still retained by the tribes who occupied the region at the advent of the whites. Indeed some plausible attempts have been made to identify their descendants with certain existing tribes. It is now fully recognized that the culture of these ancient peoples was strictly 'Indian' in character; and in a number of prominent traits it bore a striking likeness to that discovered by De Soto and the early French explorers on the lower Mississippi and in the area of the Gulf States. Not only did modern tribes resident there erect mounds of similar size and character to those in the Ohio Valley, but many minor details of art and ornament are identical. There is therefore no occasion to go beyond the ancestors or relatives of these southern tribes to explain the mystery of the Mound Builders."

In this hypothesis Brinton is supported by the entire staff of scientists connected with the United States Bureau of Ethnology. These men have made a special study of the North American Indian tribes, their traditions, customs, etc., and in the investigation of archaeological remains they have been able to avail themselves of many advantages early writers did not possess. Hence, it is quite probable that the fortifications on Swan Creek and the east bank of the Maumee River, as well as the mounds found in other parts of Lucas County, were the work of the red savages who were the ancestors of the Miami, Ottawa or Wyandot Indians, who dwelt in this region when the first white men came to the Maumee Valley.

CHAPTER III

INDIAN HISTORY

ORIGIN OF THE NAME "INDIAN"—TRIBAL DISTRIBUTION—THE CHIPPEWA—THE DELAWARE—THE HURON—THE IROQUOIS—THE MIAMI—THE OTTAWA—THE POTAWATOMI — THE SENECA — THE SHAWNEE — MINOR TRIBES — HOW THE WHITE MAN GOT THE LAND—SPAIN'S POLICY IN DEALING WITH THE INDIANS—THE FRENCH POLICY—THE ENGLISH POLICY—POLICY OF THE UNITED STATES—EARLY TREATIES—TREATY OF GREENVILLE—TREATY OF FORT INDUSTRY—TREATY OF DETROIT—TREATY OF BROWNSTOWN—TREATY OF MAUMEE RAPIDS—TREATY OF 1831—TREATY OF MAUMEE.

When Christopher Columbus made his first voyage to America in 1492, he believed that he had reached the goal of his long cherished ambitions, and that the country where he landed was the eastern coast of Asia. Early European explorers, entertaining a similar belief, thought the country was India and gave to the race of copper-colored people they found here the name of "Indians." Later explorations disclosed the fact that Columbus had really discovered a continent hitherto unknown. The error in geography was corrected, but the name given to the natives by the first adventurers still remains.

Probably more pages have been written relating to the Indian tribes in North America than on any other one subject connected with American history. To the student of history there is a peculiar fascination in the story of these savage people—their legends, traditions, wars and customs—that makes the topic always one of surpassing interest. Therefore, no history of Toledo and its environs would be complete without some account of the tribes that inhabited the country before the advent of the white man.

TRIBAL DISTRIBUTION

The North American Indians are divided into various groups or families, each of which is distinguished by certain physical or linguistic characteristics. The groups are subdivided into tribes and each tribe is ruled over by a chief. At the beginning of the Sixteenth Century, when the Europeans began their explorations in America, they found the leading Indian families distributed over the continent as follows:

In the far north were the Eskimo, a people that have never played a conspicuous part in history. These Indians still inhabit the country about the Arctic Circle, where some of them have been employed as guides at rare intervals by Arctic explorers, which has been about their only association with the white race.

The Algonquian family, the largest and most powerful of all the Indian groups, inhabited a great triangle, roughly bounded by the Atlantic coast from Labrador to Cape Hatteras and by lines drawn from those two points to the western end of

Lake Superior. The principal Algonquian tribes were the Chippewa, Delaware, Miami, Potawatomie, Ottawa, Sac and Fox, Shawnee and the Huron or Wyandot. Almost in the center of the Algonquian triangle—along the shores of Lake Ontario —lived the Iroquoian group, composed of the Cayuga, Mohawk, Oneida, Onondaga and Seneca tribes.

South of the Algonquian country, extending from the Atlantic coast to the Mississippi River, was the domain of the Muskhogean group, the leading tribes of which were the Cherokee, Chickasaw, Choctaw and Creek. The Indians of this group were among the most intelligent, as well as the most aggressive and warlike of all the North American tribes.

About the headwaters of the Mississippi River and extending westward to the Missouri was the country of the Siouan family, which was composed of a number of tribes closely resembling each other in physical appearance and dialect, all noted for their bravery and military prowess. South and west of the Siouan country dwelt the "Plains Indians," including the Arapaho, Apache, Cheyenne, Comanche, Kiowa and Pawnee. Still farther west lived the Shoshonean family, one of the smallest on the continent. In what are now the states of Arkansas and Louisiana was the Caddoan family, known as "hut builders." None of these western or southern tribes figured to any extent in the history of the Maumee Valley. In the present chapter the design is to notice only those tribes whose history is more or less connected with the country about Toledo. These were the Chippewa, Delaware, Huron, Iroquois, Miami, Ottawa, Potawatomie, Seneca, Shawnee and some minor tribes, which were really only subdivisions or offshoots of the larger ones.

THE CHIPPEWA

This was one of the largest tribes of the Algonquian family. The Indian name was Ojibwa, meaning "to roast till puckered up," a name conferred by other tribes on account of the Chippewa method of making moccasins with a puckered seam around the edge. Morgan divides the tribe into twenty-three clans or gentes, the most important of which were the bear, beaver, bald eagle, crane, snake, sturgeon, turtle and wolf.

A Chippewa tradition says that at an early date the tribe was allied with the Ottawa and Potawatomie in a sort of confederacy known as the "Three Fires." During this period they inhabited the country on both shores of the northern part of Lake Michigan and the foot of Lake Superior. The French gave them the name of Sauteux, from the Sault Ste. Marie. At Mackinaw the Chippewa withdrew from the alliance and moved westward, though they subsequently participated in several treaties relating to the cession of lands in Ohio and Michigan.

Although a large tribe numerically, the Chippewa were not as prominent in history as some of the smaller ones. Some of the tribe lived near Detroit and became the friends of the French. When the post was surrendered to the English in 1760, they transferred their allegiance to the new power. According to one account, it was a Chippewa girl who warned Major Gladwin (the English commandant at Detroit) of Pontiac's conspiracy in the spring of 1763. After the United States came into control of the country, the Chippewa continued to receive presents from the English until 1820, when a treaty of peace was concluded with them by Gov. Lewis Cass, of Michigan.

The Chippewa believed in dreams, revelations, etc., and that after death the good Indian would follow a plain road to a place where he would find everything he loved in life. Their dead were usually buried in a sitting posture, with the body facing westward.

THE DELAWARE

The Delaware nation was composed of three phratries—the Munsee, the Unami and the Unalachtigo—the three constituting the Leni Lenape, or "real men." The French called them Loups (wolves). In 1682 they took part in making the first treaty with William Penn. At that time their great council fire was about where Germantown, a suburb of Philadelphia, now stands. They inhabited the country along the Delaware and Schuylkill rivers in New Jersey and Pennsylvania, were friendly with the whites and traded with the Dutch of New Amsterdam (now New York City). According to tradition, the Lenape formed the parent stock of many tribes and became known as the "grandfather of nations." Among these the Iroquois or Mengwe was a favored grandchild, but as he grew to manhood and became strong he raised his hand against the Lenape, who finally marched into the Iroquois country with many warriors and won victory after victory. Then came the "Big Knives" or white men into Canada, which placed the Iroquois between two fires. In this crisis Than-na-wa-ge, a wise Mohawk chief, advised peace with the Lenape. A deputation of the principal men was sent to the Lenape, bearing the sacred calumet and peace-belt, and succeeded in persuading them to bury the hatchet. Thus the Delaware nation became subject to the Iroquois.

"In a luckless hour," says the legend, "the Lenape gave their consent and became women. The Iroquois appointed a great feast and invited the Delaware nation. They came at the bidding of their treacherous foes and were declared by them, in the following words, to be no longer men and warriors, but squaws and peacemakers. 'We dress you,' said the Iroquois orator, 'in a woman's long robe, reaching down to your feet, and we adorn your ears with rings. Upon your arms we hang a calabash, filled with oils and medicines. With the oils you shall cleanse the ears of other nations, that they may listen to good instead of evil counsel; and with the medicines you shall heal those who are walking in foolish ways, that they may return to their senses and incline their hearts toward peace. And we deliver into your hands a plant of Indian corn and a hoe, which shall be the emblems of your future calling and pursuit.'

"In this manner the great peace-belt, the chain of friendship was laid upon the shoulders of the powerful Leni Lenape, who became women, buried the tomahawk, planted the corn and forgot the glories which Areskoui confers upon the successful and dauntless warrior."

The peace between the Delaware and the Iroquois was made about 1720 and lasted for about thirty years. In 1751 the Delaware and Huron formed a sort of alliance and at the close of the French and Indian war the former again became an independent nation. From that time until the treaty of Greenville in 1795, the Delaware tribe was one of the most determined opponents of the encroachments of the whites upon the Indian lands in Ohio. After the treaty of Greenville the main body of the tribe located in what is now Southern Indiana and about the Gnadenhutten mission in Ohio. They joined in several treaties with the United States and about 1835 most of them were removed to a reservation in Kansas.

THE HURON

According to the United States Bureau of Ethnology, the Huron confederacy consisted of four tribes of Iroquoian stock, called the Bear, Cord, Deer and Rock people. Their alliance was known as the Wendat (or Sendat) confederacy. The name Huron originated from the French "hure," meaning bristly, and was given to these Indians because of their coarse, bristly hair. In 1615 Champlain found the four confederated tribes living about the Georgian Bay and the eastern coast of Lake Huron. He estimated their number at thirty thousand and says they had eighteen populous villages, eight of which were fortified with palisades. About forty years later they became involved in a war with the Iroquoian tribes and were driven to take refuge with the Erie Indians, whom they persuaded to join them in the war. In 1656 the allied tribes were defeated with heavy losses and the Huron survivors fled to Christian Island in the Georgian Bay. Finding that locality unsafe, they retired to Michilimackinac, whither they were pursued by their old enemies. The Iroquois advance was checked by the Chippewa and the Huron went on to the vicinity of the Green Bay, where they formed an alliance with some of the Ottawa and Potawatomie.

According to the Jesuit Relations, a Huron settlement was founded in 1670 on Mantoulin Island, where the next year Father Jacques Marquette established the Mission of St. Ignace. In June, 1703, some thirty Huron families from this settlement located near Detroit and became the firm friends of the French. In 1745 the French commandant at Detroit offended Chief Orontony (or Nicholas), who, with his followers, left Detroit and established a village near where Sandusky now stands. There he began the formation of a conspiracy for the destruction of Detroit and other French posts, but a Huron woman revealed the plot to a Jesuit priest, who in turn notified the commandant at Detroit. Orontony then destroyed his village near Sandusky, and led his band to the White River in Indiana, where he established a new village. He died there in the fall of 1748.

Upon the death of their leader the band returned to Sandusky, where they took the name of Wendat instead of Huron. This name was soon generally known as "Wyandot," and as the Wyandot nation they laid claim to a large part of the present State of Ohio. During the War of 1812 they supported the English and by the peace of 1815 the tribe was granted a large tract of land in Ohio and Michigan. Most of this land was ceded to the United States in 1817, the tribe accepting two reservations, one near Upper Sandusky and the other on the Huron River in Southern Michigan. In 1842 these reservations were sold to the United States and the occupants removed to what is now Wyandotte County, Kansas. The remnant of the tribe now occupies a reservation in the northeastern part of Oklahoma.

The Huron, or Wyandot, recognized and enforced the rights of ownership and inheritance of property; frowned upon theft, murder and various other offenses recognized as such by the white man's code. After their removal to Kansas they established a sort of civil government. In their religion they were Nature worshipers, nearly every material object being a deity of greater or less importance.

THE IROQUOIS

Strictly speaking, there were no Iroquois Indians, that name being applied in a general way to all the tribes of the same stock, ethnologically known as the Iro-

quoian family. In 1534 Jacques Cartier met with these Indians on the shore of the Gaspe Basin and on both banks of the St. Lawrence River between Quebec and Montreal, which was their first acquaintance with the white race.

The word Iroquois means "We are of the extended lodge." It was given to the confederacy formed in the latter part of the Sixteenth Century by the Cayuga, Mohawk, Oneida, Onondaga and Seneca tribes, after wars with other tribes led them to unite for their common defense. This confederacy was known to the early settlers of New York as the "Five Nations." It claimed nearly all the St. Lawrence Valley, the basins of Lake Erie and Lake Ontario, the eastern shore of Lake Huron, and all the present State of New York except the lower Hudson Valley. Says F. W. Hodge:

"In this confederacy each tribe was an independent political unit, which sent delegates to a general council. The Five Nations were second to none north of Mexico in their political organization, statecraft and military prowess. Their chiefs were diplomats of ability and nearly always proved a match for the white men, when the two races met in council for the negotiation of treaties, etc. In 1722 the Tuscarora tribe was added to the confederacy, which then took the name of the Six Nations."

Champlain, in one of his early expeditions, joined a party of Canadian Indians at war with the Five Nations, who thereby became the bitter and lasting enemies of the French. Jesuit and Franciscan missionaries tried in vain to win them to the Catholic faith and in the French and Indian war they fought on the side of the English. They were cruel in war and it has been stated that they often ate the flesh of their enemies killed in battle.

THE MIAMI

Among the great tribes of the Algonquian family, the Miami (called Twightwees by the early English) occupied a large territory in Southern Michigan, Western Ohio and Central Indiana. Some idea of the extent of their claims may be gained from the speech of the great chief, Little Turtle, at the council of Greenville in August, 1795. "My fathers," said he, "kindled the first fire at Detroit; from there they extended their lines to the headwaters of the Scioto; from there to its mouth; then down the Ohio to the mouth of the Wabash; then to Chicago and over Lake Michigan. These are the boundaries within which the prints of my ancestors' houses are everywhere to be seen."

The Miami was one of the first tribes to establish friendly relations with the French. As early as 1703 there was a considerable Miami colony at Detroit, but their principal settlement at that time was on the shore of Lake Michigan, in the southwest corner of the present State of Michigan. Subsequently the tribal headquarters were established at the head of the Maumee River, where the City of Fort Wayne, Indiana, now stands. Among the Miami agriculture was practiced in a primitive way, the women, as in other tribes, doing the work of the field and wigwam, while the men engaged in hunting or "went on the war path." They were less treacherous than many of the tribes and appear to have had a higher sense of honor. When the peace treaty of Greenville was concluded on August 3, 1795, some of the Maimi chiefs objected to certain provisions, but finally yielded to the majority. As Little Turtle "touched the goose quill" he said: "I am the last to sign

this agreement and I will be the last to break it." He kept his word and remained on terms of peace with the white people until his death at Fort Wayne on July 14, 1812. The Miami intermarried with the whites and some of their descendants still live in the Wabash Valley in Indiana.

THE OTTAWA

According to tradition the Ottawa, Chippewa and Potawatomi were originally one people, which came from some point north of the Great Lakes and separated in the vicinity of Mackinaw. The first mention of the Ottawa in history was in 1615, when Champlain met about three hundred of them on the eastern shore of Lake Huron. Their early habitat was on the shores of the Georgian Bay. Those met by Champlain told him that they had come to that locality to gather and dry huckleberries. Champlain gave them the name of "les cheueux releuez" and in his description of them says: "Their arms consisted only of a bow and arrows, a buckler of boiled leather or rawhide. They wore no breech clouts, their bodies were tattooed in many fashions and designs, their faces painted and their noses pierced."

From their pierced noses an ornament consisting of a small shell, a bright pebble or the tooth of some animal was suspended. This custom was doubtless responsible for the conclusion reached by some of the early writers, that the term Ottawa signified "the nation with a hole in the nose." But this theory is not sustained by the United States Bureau of Ethnology, the "Handbook" of which says: "The name Ottawa was applied to these Indians because in early traditional times and also during the historic period they were noted among their neighbors as intertribal traders and barterers, dealing chiefly in corn meal, sunflower oil, furs and skins, rugs and mats, tobacco and medicinal roots and herbs."

The Jesuit Relation for 1667 says the Ottawa then claimed the country along the Ottawa River in Canada, and that no other nation was permitted to navigate the stream without their consent. At that time the Ottawa and part of the Huron nation were living together. Three or four years later the Huron moved into what is now the Lower Peninsula of Michigan. A little later it seems that a portion of the Ottawa also gained a foothold on the west side of Lake Huron, settling in the vicinity of the Saginaw Bay, where they formed an alliance with the Potawatomi. In 1703, at the invitation of Cadillac, the Ottawa established a village opposite Detroit, where Windsor now stands, and there built a picket fort. For more than half a century they were the steadfast friends of the French and on numerous occasions assisted the little garrison at Detroit in repelling the attacks of hostile tribes.

From Detroit a portion of the tribe moved southward into the Maumee Valley. The celebrated chief, Pontiac, was born on the Maumee, near the present City of Defiance, about 1720. It is said that his mother was a Chippewa. He became the leading chief of the Ottawa nation; commanded the Indians in the defense of Detroit in 1746; led the Ottawa and Chippewa warriors in the French and Indian war, and took an active part in the defeat of General Braddock's army in 1755. After the French posts about the Great Lakes and in the Wabash Valley were surrendered to the English in 1760, many of the Ottawa grew dissatisfied with the new power. In the fall of 1762 Pontiac traveled many miles through the forests

in the endeavor to unite the tribes in an uprising against the British. He was partially successful and in May, 1763, assaults were made simultaneously on the posts at Michilimackinac, Detroit, Niagara, Miami (Fort Wayne, Indiana), Sandusky, Fort Du Quesne (Pittsburgh), St. Joseph and Ouiatenon (Lafayette, Indiana), and a few minor posts. Detroit and Fort Du Quesne held out, but at most of the the other places the garrisons were massacred. The uprising was ended by the treaty of August 17, 1765, and about four years later Pontiac was killed by a Kaskaskia Indian during a drunken carousal at Cahokia, Illinois. It has been stated that a trader hired the Kaskaskia to assassinate Pontiac.

The Ottawa were good farmers and experts in handling their canoes. At the close of the Revolutionary war a portion of the tribe refused to submit to the authority of the United States and removed to Canada. Those who remained joined with other tribes in relinquishing their claims to lands in Ohio and Michigan, the last of which was made in 1833. A few years later the tribe was removed to a reservation near Fort Leavenworth, Kansas.

THE POTAWATOMI

This tribe was one of the greatest of the Algonquian group. The name Potawatomi means "the people of the place of fire," or "nation of fire." The first authentic account of these Indians is that given by Jean Nicollet, who found them in 1634 living with the Winnebago and some other tribes about the Green Bay on the west shore of Lake Michigan. The Jesuit Relation for 1671 says: "Four nations make their abode here (Green Bay), namely: Those who bear the name of Puans (Winnebago), who have always lived here as in their own country, and who have been reduced to almost nothing from being a very flourishing and populous people, having been exterminated by their enemies, the Illini; the Potawatomi, the Sauk and the Nation of the Fork also lived here, but as strangers or foreigners, driven by the fear of the Iroquois from their own lands, which are between the lake of the Hurons and the country of the Illini."

This would indicate that the original habitat of the Potawatomi was somewhere near the foot of Lake Huron. When the Relation of 1671 was written, the tribe was moving toward the south and east. Soon after Detroit was founded a Potawatomi village was established near that post, where early French writers became acquainted with the tradition that the Ottawa, Potawatomi nd Chippewa had once lived together about the Sault Ste. Marie. The tribe remained loyal friends of the French. In 1763 many of the Potawatomi warriors joined Pontiac in his attempt to drive the English out of the country. They fought on the side of the British in the Revolution and a considerable portion of the tribe was engaged in the battle of Fallen Timbers, August 20, 1794.

At the council of Greenville in August, 1795, the Potawatomi chiefs notified the Miami that it was their intention to move down upon the Wabash River, which they did soon afterward, in spite of the protests of the Miami, who claimed the entire Wabash Valley. At the beginning of the Nineteenth Century the tribe was in possession of the country around the head of Lake Michigan, from the Milwaukee River to the Grand River in Michigan, extending eastward across Southern Michigan, southwest over a large part of Northern Illinois and southward to the Wabash River in Indiana. Within this large territory they had fifty

or more populous villages. In the War of 1812 they again took the side of the British, which was their undoing. After that war they joined in a number of treaties, ceding tract after tract of land in Indiana, Ohio and Michigan to the United States. The last of their lands was relinquished in 1841, when they removed to a reservation in what is now the State of Kansas.

There were fifteen Potawatomi clans or gentes, the most important of which were the bear, beaver, eagle, fox, sturgeon, loon, thunder and wolf. Polygamy was common among them when the first missionaries visited the tribe. In their mythology they were guided by two spirits—Kitchemonedo, the Great Spirit, and Matchemonedo, the Evil Spirit—and they were sun worshipers to some extent. Their great annual festival was called the "Feast of Dreams," at which dog meat was served as the leading dish.

THE SENECA

The Seneca tribe was the most powerful of the Five Nations and furnished the greater part of the Iroquois army in the wars with the Huron, Neuter and Erie Indians about the middle of the Seventeenth Century. When first encountered by the white men the Seneca occupied the country between Seneca Lake and the Geneva River in Western New York. The name means "people of the stone," or "place of the stone." The tribe took part in the Pontiac uprising of 1763 and fought on the side of the British in the Revolution. At the close of that war they moved westward and established themselves on the south shore of Lake Erie, between the present cities of Cleveland and Sandusky.

Between the years 1795 and 1831 the Seneca were interested in several treaties with the United States. By the treaty of September 29, 1817, they were granted a reservation of 40,000 acres on the Sandusky River. This reservation was sold to the United States on February 28, 1831, and a little later the remainder of the tribe removed to Kansas.

THE SHAWNEE

The Shawnee Indians have been called by some writers the "American Arabs." A tribal tradition says they once inhabited a territory in the present State of Pennsylvania, immediately south of the Five Nations, with whom they were always in trouble. They were finally driven out by the Five Nations and when they reached Cumberland Gap a council was held to determine which way they should go. A difference of opinion resulted in a division of the tribe, one faction going to the Savannah River and the other to the region between the Ohio and Tennessee rivers. The latter was driven out by the Cherokee and Chickasaw and after wandering for some time located in the Scioto Valley. Tecumseh, the great Shawnee chief, was born near the present City of Springfield, Ohio. At various periods bands of the tribe inhabited different sections of the country from Lake Erie to Florida. Some lived west of the Mississippi, in what is now the State of Missouri, on lands granted to them by the Spanish authorities.

Gen. Manning F. Force, in a paper read before the American Historical Society in 1879, says: "Their eccentric wanderings, their sudden appearances and disappearances, perplex the antiquary and defy research." Shawnee warriors fought

against Harmar, St. Clair and Wayne and in the War of 1812 a portion of the tribe under Tecumseh was allied with the British. The Shawnee took part in the negotiation of several treaties relating to the Indian lands in Ohio and after the last of these lands were ceded to the United States accepted a reservation in Kansas.

MINOR TRIBES

In addition to the tribes above described there were a few whose connection with the history of the country about Toledo was very slight. Among these were the Kickapoo, whose home was on the lower Wabash River; the Kaskaskia, one of the Illinois tribes; the Piankesha, Eel River and Wea, who occupied small districts in Central Indiana; the allied Sac and Fox tribes, and the Winnebago. Most of these tribes took part in the Indian wars which followed the Revolution and the chiefs of several signed the treaty of Greenville.

There were certain traits of character common to all the tribes. They were fond of ornament and decorated their persons with pebbles, teeth of animals, shells, feathers and claws of birds, etc. The dog was the only domestic animal of the Indians about the Great Lakes (the western tribes owned ponies). At meal time the dog was always present, and as the Indians ate with their fingers, they used the dog for a napkin. When food was plentiful feasts were common. On such occasions the policy was "eat all you can." When game was scarce they frequently ate their dogs. Some of the tribes raised corn, beans and other vegetables, which they boiled together in a dish called "succotash." Nearly all were fond of games and would wager their all on a game of la crosse—a game of ball played with rackets, something like those used in tennis, the object being to drive the ball to a fixed goal. The side winning the greatest number of goals within a given time also won the game. Another favorite game was played with plum seeds, one side of which was scraped white and the other colored black. These seeds were placed in a small cup or dish, shaken like dice, and cast upon the ground. The player throwing the greatest number of white seeds won the stake.

HOW THE WHITE MAN GOT THE LAND

When the first white men came to what is now the State of Ohio, they found the Indians in possession of the country. The red men had no established system of fixing boundaries or recording deeds, yet, except in a few instances, each tribe or confederacy occupied a certain district as its exclusive hunting grounds, until driven out by a more powerful tribe. By the treaty of September 3, 1783, which ended the Revolutionary war, England acknowledged the independence of the United States, the western boundary of which was fixed at the Mississippi River. Thus the new republic inherited all the rights and powers of the mother country in dealing with the natives. But Great Britain had no power to extinguish the Indian title to the lands, leaving that problem to be solved by the Federal Government. Before the United States could come into formal and complete possession, it was therefore necessary that some agreement be made with the natives that would permit the white people to occupy and develop the territory. In this connection it may be interesting to the reader to notice briefly the policies of the several European nations claiming territory in America regarding their relations with the Indians.

SPAIN'S POLICY

When Cortez was commissioned captain-general of New Spain in 1529, he was instructed to "give special attention to the conversion of the Indians; to see that no Indians be given to the Spaniards as servants; that they pay such tribute to His Majesty as they can easily afford; that there shall be a good correspondence between the Spaniards and the natives, and that no wrong shall ever be offered the latter, either in their goods, families or persons."

Despite these instructions, during the conquest of Mexico the treatment of the Indians was often cruel in the extreme. Many of them were enslaved and forced to work in the mines to satisfy the avarice of their Spanish taskmasters. Don Sebastian Ramirez, bishop and acting governor after Cortez, honestly tried to carry out the humane instructions of the Spanish Government, but soon discovered that he was not to be sustained. Antonio de Herrera, the Spanish historian, says: "Under the administration of Bishop Ramirez the country was much improved and all things carried on with equity, to the general satisfaction of all good men."

With regard to possession, the Spaniards never accepted the idea that the Indians owned all the land, but only such portions as might be actually occupied, or that might be necessary to supply their wants. All the rest of the land they considered as belonging to Spain "by right of discovery," and was taken without compensation.

THE FRENCH POLICY

It seems that the French had no settled policy concerning the possession of or title to the land. In the early charters or letters patent to companies and individuals, giving them exclusive right to trade with the natives, nothing was said about the acquisition of the lands. As a matter of fact, the early French in America cared very little for the absolute ownership of the lands, their principal object being the control of the fur trade. In the establishment of trading posts only a small tract of land was required for each post, and the trader and his retinue usually lived with the Indians as "tenants in common."

At some of the posts a few acres would be cleared, for the purpose of raising vegetables, but the great forests were rarely disturbed, leaving the hunting grounds of the natives unmolested. If a trading post was abandoned, the small cultivated tract reverted to the Indian owners. It was not until about the close of the Seventeenth Century that the French interested themselves in the subject of land ownership. Under such a liberal policy it is not surprising that the French traders and the natives were almost always on friendly terms.

THE ENGLISH POLICY

Great Britain's method of dealing with the Indians was different from either that of Spain or France. The English colonists wanted to establish permanent homes and cultivate the soil. Consequently, title to the land was the first consideration. The English Government, however, treated the Indian as a barbarian and in making land grants ignored any claim he might have to the soil. The so-called "Great Patent of New England," the Plymouth Company's charter, included "all the land from 40° to 48° north latitude and from sea to sea" and made not the slightest allusion to the Indian title.

The charters granted by the English monarch to Lord Baltimore and William Penn gave the grantees authority to collect troops, make war upon the barbarians and other enemies who might make incursions into the settlements, pursue and capture them, and put to death or spare the lives of the captives as their discretion might dictate. After the settlements reached a point where the local authorities were called upon to deal with the question, each colony adopted a policy of its own. That of Pennsylvania was perhaps the only one whose "foundations were laid deep and secure in the principles of everlasting justice." Several of the colonies followed Penn's example and bought the land of the tribal chiefs. In a number of instances failure to quiet the Indian title by purchase resulted in bloody and disastrous wars.

All the European nations that acquired territory in America asserted in themselves and recognized in others the exclusive right of the discoverer to claim and appropriate the lands occupied by the natives, but France was the only one which exercised that right with a due regard for the original occupants. Says Parkman: "Spanish civilization crushed the Indian; English civilization scorned and neglected him; French civilization embraced and cherished him."

POLICY OF THE UNITED STATES

The founders of the United States Government were either from England or descendants, for the most part, of English ancestors, and they copied the English policy with certain modifications. The Articles of Confederation, the first organic law of the American Republic, provided that: "The United States in Congress assembled shall have the exclusive right and power of regulating the trade and managing all affairs with the Indians not members of any of the states, provided that the legislative right of any state within its limits be not infringed or violated."

Under this provision Congress, on September 22, 1783, issued a manifesto forbidding all persons to settle upon Indian lands. Then came the Federal Constitution, which superseded the Articles of Confederation, and which vested in Congress the power to deal with all matters arising out of the Government's relation with the Indian tribes. On March 1, 1793, President Washington approved an act regulating trade and intercourse with the Indians, in which it was expressly enacted: "That no purchase or grant of lands, or any title or claim thereto, from any nation or tribe of Indians, within the bounds of the United States, shall be of any validity, in law or equity, unless the same be made by a treaty or convention entered into pursuant to the Constitution."

The aims of Congress in the enactment of this law were: First, to prevent adventurers from trespassing upon the Indian lands, thereby provoking conflicts with the natives; and, second, to establish a system by which Indian title might be extinguished and possession of the land guaranteed for all time to come. The penalty for violation of any of the provisions of the act was a fine of $1,000 and imprisonment for a term not exceeding twelve months. With amendments, this law remained the basis of all transactions with the Indians until 1871. Cyrus Thomas, of the United States Bureau of Ethnology, says:

"By the act of March 3, 1871, the legal fiction of recognizing the tribes as independent nations, with which the United States could enter into solemn treaty, was, after it had continued nearly one hundred years, finally done away with. The effect of this act was to bring under the immediate control of Congress the trans-

actions with the Indians and reduce to simple agreements what had before been accomplished by solemn treaties."

EARLY TREATIES

Soon after the Federal Constitution went into effect, the Government began making treaties with the Indians. The first treaties were merely expressions of peace and friendship, but as the white population increased and more territory was needed, treaties in which the Indians agreed to relinquish certain tracts of land were negotiated.

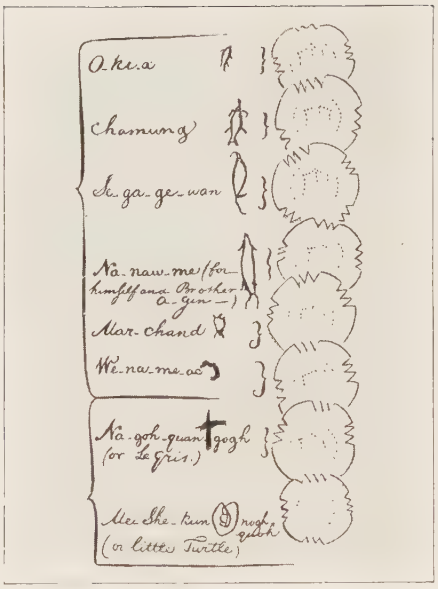
On October 22, 1784, Richard Butler, Arthur Lee and Oliver Wolcott, as commissioners of the United States, concluded a treaty with the Six Nations at Fort Stanwix, New York. This treaty was made before the adoption of the Constitution. It is of peculiar interest in the history of Toledo and the Maumee Valley because it fixed the western boundary of the domain of the Six Nations, beginning at a point on the shore of Lake Ontario, four miles east of Niagara, and running by certain described courses to the "forks of the Ohio," where now stands the City of Pittsburgh. Prior to the conclusion of this treaty, the Six Nations were frequently at war with the tribes about Lakes Erie and Huron. In accepting the above boundary the Six Nations made no further forays and the treaty brought peace to the Ohio tribes, particularly the Wyandot.

By the treaty of Fort Harmar, January 9, 1789, between Gen. Arthur St. Clair, representing the United States, and the chiefs of the Six Nations, the treaty of Fort Stanwix was modified so as to give the Six Nations some additional territory in Western New York. This treaty remained in force until the Six Nations ceded their lands to the United States and removed to reservations.

TREATY OF GREENVILLE

Late in July, 1795, a great council of Indians was called at Greenville, Ohio, by Gen. Anthony Wayne, acting under the authority of the United States. For the events which led to the calling of this council see the chapter on Indian Wars. Chiefs of twelve tribes were present at the council, to wit: The Chippewa, Delaware, Eel River, Kaskaskia, Kickapoo, Miami, Ottawa, Piankesha, Potawatomi, Shawnee, Wea and Wyandot. On August 3, 1795, a treaty was concluded which established a boundary line between the Indian possessions and the white settlements: "Beginning at the mouth of the Cuyahoga River and up that stream to the portage between the Cuyahoga and the Tuscarawas branch of the Muskingum River; thence down the Tuscarawas branch to the crossing place above Fort Lawrence (Laurens); thence westerly to that branch of the Great Miami River running into the Ohio, at or near which fork stood Loramie's store, and where commenced the portage between the Miami of the Ohio and the St. Mary's River, which is a branch of the Miami which runs into Lake Erie; thence in a westerly course to Fort Recovery, which stands on a branch of the Wabash; thence southwesterly in a direct line to the Ohio River, so as to intersect that river opposite the mouth of the Kentucky or Cuttawa River."

All the country south and east of this line was ceded to the United States, to be opened to white settlement. That portion of Ohio north and west of the line



THE TREATY OF GREENVILLE

Most important of all Indian treaties, settling the boundary between the United States and Indian lands north of the Ohio by a line zigzagging southwestward from the mouth of the Cuyahoga to near Cincinnati, was signed August 3, 1795, after two months of negotiation between General Wayne and Indian chiefs. Twelve tribes were represented and the total number of aborigines present was 1,130. Eighty-eight chiefs signed the treaty, together with General Wayne's staff and his interpreters and spies, including the well known Capt. William Wells. Above are some of the signatures which are fairly characteristic of all. Two of the most celebrated are represented in the above illustrations: Tar-he, a Wyandot, and Little Turtle, the Miami, who commanded the Indians at St. Clair's defeat. Little Turtle was also the foster father of Captain Wells. These two Indians impressed the whites with their statesmanlike qualities and were men of real character. General Wayne owed a great deal to the diplomacy and moderation of Tar-he, who was one of the first to recognize the necessity of yielding to the United States and abandoning English alliances. Little Turtle was chief spokesman for the Indians and in gaining his allegiance to the treaty General Wayne's contest was won.

remained the domain of the Indians, except sixteen small tracts which were ceded to the United States for military purposes. These tracts were as follows:

1. One piece of land six miles square at Loramie's store, about twelve miles northwest of the present Town of Sidney.

2. One piece of land two miles square at the head of navigable waters on the St. Mary's River, near Girty's Town. This tract was about twenty miles east of Fort Recovery.

3. A tract six miles square at the head of navigation on the Auglaize River, not far from the present City of Lima.

4. A tract six miles square at the confluence of the Auglaize River and the Miami of Lake Erie (the Maumee), where the City of Defiance now stands.

5. One piece of land six miles square at or near the confluence of the St. Mary's and St. Joseph's rivers, where the City of Fort Wayne, Indiana, is now situated.

6. One piece of land two miles square on the Wabash River, at the end of the portage from the Miami of the Lake (the Maumee) and about eight miles from Fort Wayne.

7. A tract of six miles square at the Ouiatenon, or old Wea towns on the Wabash River, not far from the present City of Lafayette, Indiana.

8. One piece of land twelve miles square at the British fort on the Miami of the Lake (the Maumee), at the foot of the rapids, a short distance up the river from the present City of Toledo.

9. A tract six miles square at the mouth of the Miami of the Lake, where it empties into Lake Erie. A portion of this tract is now within the limits of the City of Toledo.

10. A tract six miles square on the Sandusky Lake, where a fort formerly stood.

11. One piece of land two miles square at the lower rapids of the Sandusky River, not far from the present City of Fremont.

12. The post of Detroit and all the land to the north, the west and the south of it, of which the Indian title has been extinguished by gifts or grants to the French or English governments, etc.

13. The post of Michilimackinac and all the land on the island on which that post stands, and the main land adjacent, of which the Indian title has been extinguished by gifts or grants to the French or English governments.

14. A tract six miles square at the mouth of the Chikago River, emptying into the southwest end of Lake Michigan, where a fort formerly stood. This tract is now within the city limits of Chicago.

15. A piece of land twelve miles square at or near the mouth of the Illinois River, where it empties into the Mississippi. This tract included the old French post of Kaskaskia.

16. One piece of land six miles square at the old Peoria fort and village, near the south end of Illinois Lake on the Illinois River, where the City of Peoria now stands.

The Indians also granted to the people of the United States free passage by land or water through their country along the following routes: From Loramie's store via the St. Mary's River to Fort Wayne and down the Miami (Maumee) to Lake Erie; from Loramie's store down the Auglaize to Fort

Defiance, from Loramie's store to the Sandusky River and down the same to the Sandusky Bay; from Sandusky Bay to the foot of the Miami Rapids and thence to Detroit; from the mouth of the Chikago River to the Illinois River and down the same to the Mississippi; from Fort Wayne to the Wabash River and down the Wabash to the Ohio. The United States also reserved the posts at Vincennes and Fort Massac, with all lands adjacent thereto, of which the Indian title had been extinguished.

The cessions made by the treaty of Greenville were the first ever made by the Indians to the United States. By this treaty about two-thirds of the State of Ohio became the property of the white race, only the northwestern third remaining in the hands of the Indians. The small cessions within the Indian territory have been enumerated, because they constituted "the thin end of the wedge," which resulted in the negotiation of other treaties, until all the states of Ohio, Michigan, Illinois, Indiana and Wisconsin—the old Northwest Territory—passed into the hands of the white man.

TREATY OF FORT INDUSTRY

Fort Industry stood near the intersection of Monroe and Summit streets in the present City of Toledo. On July 4, 1805, the chiefs and head men of the Chippewa, Delaware, Munsee, Ottawa, Potawatomi and Shawnee tribes met with representatives of the United States at this fort and entered into a treaty, by which they ceded all claims to the Connecticut Western Reserve. The western boundary of the ceded lands was a line drawn due south from the shore of Lake Erie (not far from the present Town of Port Clinton) to the boundary established by the treaty of Greenville, and the eastern boundary was the Cuyahoga River.

The northern half of the cession included the district known as the Western Reserve and 500,000 acres of the "fire lands," that is, lands granted to citizens of Connecticut to compensate them for property burned by the British during the Revolutionary war. For these lands the Connecticut Land Company agreed to pay the Indians $16,000 and an annuity of $1,000 for a given number of years. The southern half—that portion between the forty-first parallel of north latitude and the Greenville boundary—was a new cession to the United States for white settlement.

TREATY OF DETROIT

On November 17, 1807, William Hull, then governor of Michigan Territory and superintendent of Indian affairs, held a council with the chiefs of the Chippewa, Ottawa, Potawatomi and Wyandot tribes at Detroit, which resulted in the conclusion of a treaty, by which the tribes ceded to the United States a large tract of land, bounded as follows:

"Beginning at the mouth of the Miami River of the Lakes and running thence up the middle thereof to the mouth of the Great Auglaize River; thence running due north until it intersects a parallel of latitude to be drawn from the outlet of Lake Huron, which forms the River St. Clair; thence running northeast, the course that may be found will lead in a direct line to the White Rock in Lake Huron; thence due east until it intersects the boundary line between the United

States and Upper Canada in said lake; thence southwardly, following the said boundary line, through the River St. Clair, Lake St. Clair and the Detroit River into Lake Erie, to a point due east of the said Miami River; thence west to the place of beginning."

Included in the tract thus ceded was that part of Ohio north of the Maumee River and east of the line running due north from the mouth of the Auglaize River at Defiance. By this treaty that part of Lucas County north of the Maumee River became subject to white settlement. For the lands relinquished the United States agreed to pay the sum of $10,000, "in money or in goods and animals for the improvement of husbandry, at the option of the Indians." Of this sum the Chippewa and Ottawa were each to receive $3,333.33 and the remainder was to be divided equally between the Potawatomi and Wyandot tribes. In addition to this initial payment, the Indians were to receive "forever" an annuity of $2,400, to be divided among the tribes as follows: Chippewa, $800; Ottawa, $800; Potawatomi, $400; Wyandot, $400. Subsequent treaties stopped the payment of the annuity.

Within the above described boundaries the Indians were given eight reservations, three of which were in Ohio, to wit: One six miles square on the Miami of Lake Erie above Roche de Boeuf, to include the Village of Tondagamie (the Dog); one three miles square on the Miami of Lake Erie above the twelve miles square ceded to the United States by the treaty of Greenville, to include Presque Isle; and one four miles square on the Miami (Maumee) Bay, to include the villages of Meshkemau and Waugau. The second of these reservations was located at the Wolf Rapids, Presque Isle being within the limits of the twelve miles square ceded to the United States by the treaty of Greenville.

TREATY OF BROWNSTOWN

On November 25, 1808, a treaty was concluded at Brownstown, Michigan, with the Chippewa, Ottawa, Potawatomi, Shawnee and Wyandot Indians. The lands affected by this treaty were all within the present State of Michigan, but the tribes ceded to the United States "a tract of land for a road 120 feet wide from the foot of the rapids of the River Miami of Lake Erie to the western line of the Connecticut reserve, and all the land within one mile of said road on each side thereof, for the purpose of establishing settlements along the same." The road began at a point on the Maumee River opposite Fort Meigs and followed a southeasterly course, via Fremont, until it struck the west line of the reserve about due west of the present City of Norwalk.

TREATY OF MAUMEE RAPIDS

That part of Lucas County lying south (or east) of the Maumee River came into the hands of the United States by a treaty concluded at the foot of the Maumee Rapids on September 29, 1817. The tribes participating in this treaty were the Chippewa, Delaware, Ottawa, Potawatomi, Seneca, Shawnee and Wyandot. The Wyandot (the other tribes consenting) ceded to the United States a large tract of land in Ohio and Indiana, bounded as follows:

"Beginning at a point on the southern shore of Lake Erie, where the present

Indian boundary line intersects the same between the mouth of the Sandusky Bay and the mouth of the Portage River (seven miles west of Sandusky); thence running south with said line to the line established in 1795 by the treaty of Greenville, which runs from the crossing place above Fort Lawrence (Laurens) to Loramie's store; thence westerly with the last mentioned line to the eastern line of the reserve at Loramie's store; thence with the lines of said reserve north and west to the northwestern corner thereof; thence to the northwestern corner of the reserve on the River St. Mary, at the head of the navigable waters thereof; thence east to the western bank of the St. Mary's River aforesaid; thence down the western bank of said river to the reserve at Fort Wayne; thence with the lines of the latter reserve easterly and northerly to the north bank of the River Miami of Lake Erie (the Maumee); thence down the north bank of said river to the western line of the land ceded to the United States by the treaty of Detroit in 1807; thence south with said line to the middle of the Miami River opposite the mouth of the Great Auglaize River; thence down the middle of the Miami River and easterly with the lines of the tract ceded by the treaty of Detroit aforesaid, so far that a south line will strike the place of beginning."

Some of the landmarks referred to in the above description—the Indian reserves—have disappeared. That part of the tract in Ohio may be traced on modern maps as follows: The northeast corner is represented by a point on the shore of Lake Erie seven miles west of Sandusky; the southeast corner was near the present Town of Mount Gilead; the southwest corner was on the western boundary of the state near Fort Recovery; the line separating Ohio and Indiana from Fort Recovery to the Maumee River formed the western boundary, and the northern boundary was formed by the Maumee River. The cession also included some of the islands in Lake Erie.

At the same time and place the Chippewa, Ottawa and Potawatomi tribes ceded to the United States a tract in the northwestern corner of Ohio, north of the Maumee River and west of a line drawn due north from the mouth of the Great Auglaize River. One provision of this treaty was as follows: "The United States agree to grant by patent to the chiefs of the Ottawa tribe for the use of said tribe a tract of land to contain thirty-four square miles, to be laid out as nearly in the form of a square as practicable, not interfering with the lines of the tracts reserved by the treaty of Greenville in 1795, on the south side of the Miami River of Lake Erie, and to include Tushquegan or McCarty's village, which tract thus granted shall be held by the said tribe upon the usual condition of Indian reservations as though no patent were issued."

With the exception of this tract, the Delaware reservation three miles square on the Sandusky River, and the reservations established by previous treaties, the entire State of Ohio was now the property of the United States and open to white settlement. The Delaware reservation was ceded to the United States by the treaty of August 3, 1829, and the last of that tribe removed to a new reservation west of the Mississippi.

TREATY OF 1831

On August 30, 1831, a council was held with the Ottawa chiefs on the shore of the Maumee Bay. A treaty was concluded by which the Indians ceded to the

United States the two tracts on the Maumee River reserved by the treaty of Detroit in 1807, viz: The reservation six miles square above Roche de Boeuf "including the Village of Tondagamie (the Dog)," and the tract three miles square at the Wolf Rapids, granted in lieu of the same quantity of land at Presque Isle.

TREATY OF MAUMEE

The last treaty with the Ottawa bands of the lower Maumee River was concluded at the Village of Maumee on February 8, 1833, George B. Porter acting as the commissioner of the United States. By this treaty the Indians ceded to the United States all the lands granted to them by the treaties of 1807 and 1817, except 1,520 acres on the south side and 1,040 acres on the north side of the Maumee River, near the mouth. The tract on the south side of the river was divided into the following reservations:

1. To Chief Au-to-kee 320 acres at the mouth of the Maumee River, to include Presque Isle.
2. To Jacques, Robert, Peter, Antoine, Francis and Alexis Navarre 800 acres, to include their present improvements. It was stated in the treaty that this reservation was made because "the said Jacques, Robert, Peter, Antoine, Francis and Alexis Navarre have long resided among these aborigines, intermarried with them, and been valuable friends."
3. To Way-say-on, son of Tush-que-gan, 160 acres, to include his father's old cabin.
4. To Pe-tau 80 acres, and if practicable to include her cabin and field.
5. To Che-no, a chief, 80 acres, above Pe-tau or higher up the little creek.
6. To the heirs of Joseph Le Cavalier Ranjard, deceased, 80 acres.

On the north side of the river the reserved land was divided into five parcels and granted to individuals as follows:

1. To Wau-sa-on-o-quet, a chief, 160 acres "to include the improvements where he now lives on Pike Creek, and to front on the bay."
2. To Leon Guoin and his children 80 acres, adjoining the reservation of Wau-sa-on-o-quet and on the south side thereof, "in consideration of his having long resided among the Ottawa Indians and subsisted them when they would otherwise have suffered."
3. To Aush-cush and Ke-tuck-ee, chiefs, 160 acres "to be laid off on the north side of the Ottawa Creek, fronting on the same and above the place where Aush-cush now lives."
4. To Robert A. Forsyth, of Maumee, 160 acres "to be laid off on each side of the turnpike road, where Halfway Creek crosses the same, and 160 acres fronting on the Maumee River, to include the place where Ke-ne-wau-ba formerly resided."
5. To John E. Hunt 160 acres "fronting on the Maumee River immediately above and adjoining the last; and 160 acres to adjoin the former tract on the turnpike road."

The chiefs and other Indians receiving reservations agreed that the lands granted to them should not be alienated or sold without the approval of the United States. For the lands ceded the United States agreed to pay the sum of $29,440, "to be, by the direction of said band, applied in extinguishment of their debts in the manner following, that is to say:"

John Hollister & Company	$ 7,365
John E. Hunt	9,929
Robert A. Forsyth	10,890
Louis Beaufit	700
Pierre Menard	400
John King	100
Louis King	56
Total	$29,440

On September 26, 1833, George B. Porter, Thomas J. V. Owen and William Weatherford, United States commissioners, concluded a treaty at Chicago with the confederated tribes of Chippewa, Ottawa and Potawatomi Indians. By this treaty the tribes mentioned relinquished all the lands claimed by them bordering on the west shore of Lake Michigan and confirmed the provisions of all prior treaties relating to lands in Ohio. The Chicago treaty is of interest in a History of Toledo and Lucas County, only because of this confirmation, which gave the white race an undisputed title to the former Indian lands in the Maumee Valley.

CHAPTER IV

EXPLORERS AND TRADERS

POPE ALEXANDER'S GRANT TO SPAIN—THE CABOTS—JACQUES CARTIER—CHAMPLAIN AND SANSON—SANSON'S MAP OF THE GREAT LAKES—THE MISSIONARIES—SAINT LUSSON—MARQUETTE AND JOLIET—JOLIET'S MAP OF 1674—SIEUR DE LA SALLE —TRADING POSTS.

In May, 1493, the year following the first voyage of Columbus to America, Pope Alexander VI granted to the King and Queen of Spain "all countries inhabited by infidels." The extent of the American Continent was not then known, but as the natives were regarded as "infidels," this papal grant included, in a vague way, all the present State of Ohio.

When the news of Columbus' discovery reached the rulers of other European nations, they were not slow in fitting out expeditions to make explorations. In 1496 Henry VII, then King of England, granted to John Cabot and his sons a patent of discovery, trade and possession "to all lands they may discover and lay claim to in the name of the English Crown." Before the close of the century the Cabots explored the Atlantic coast from Labrador to the vicinity of Chesapeake Bay.

In 1534 Jacques Cartier, a French explorer, discovered the St. Lawrence River. Seven years later, while on another voyage, he ascended that stream to the site of Quebec and laid claim to the valley in the name of France. On the bank of the river he found an Indian village called "Canada" and gave that name to the country.

CHAMPLAIN AND SANSON

More than half a century passed after Cartier's claim before any further explorations were made by the French up the St. Lawrence and in the region about the Great Lakes. In 1608 Samuel Champlain founded the City of Quebec. During the following years he explored much of the country along the Ottawa River in Canada and the coast of Lake Huron.

Some writers have asserted that Champlain discovered the mouth of the Maumee River as early as 1615, but this is exceedingly doubtful. His map, published in 1632, gives a fairly good representation of the country along the Ottawa River and the coast of Lake Huron, which he calls "Mer Douce." South of Lake Huron are the outlines of a lake (probably intended for Lake Erie), but they are rather indefinite, both as to contour and extent. There is no positive evidence that Champlain was ever on the waters of Lake Erie.

One of the oldest maps of the Great Lakes country is that made by Nicolas Sanson. In 1647 he was appointed Royal Geographer of France and came to

America as the official explorer for that nation. He spent several years in his survey of the lake shores and in 1656 published a map covering the district from the lakes eastward to the Atlantic coast. This map is interesting, as well for the errors it contains as for the information it conveys. That portion of it which includes the country about Toledo has been reproduced for this work. It appears to have been one of the principal objects of the royal geographer to show the positions of the various Indian tribes dwelling about the lakes. Most of the names of these tribes, as given by Sanson, are of Huron or Iroquois origin, the termination "ronon" meaning nation or people. The relationship between the ancient and modern name of some of the tribes cannot always be definitely determined.

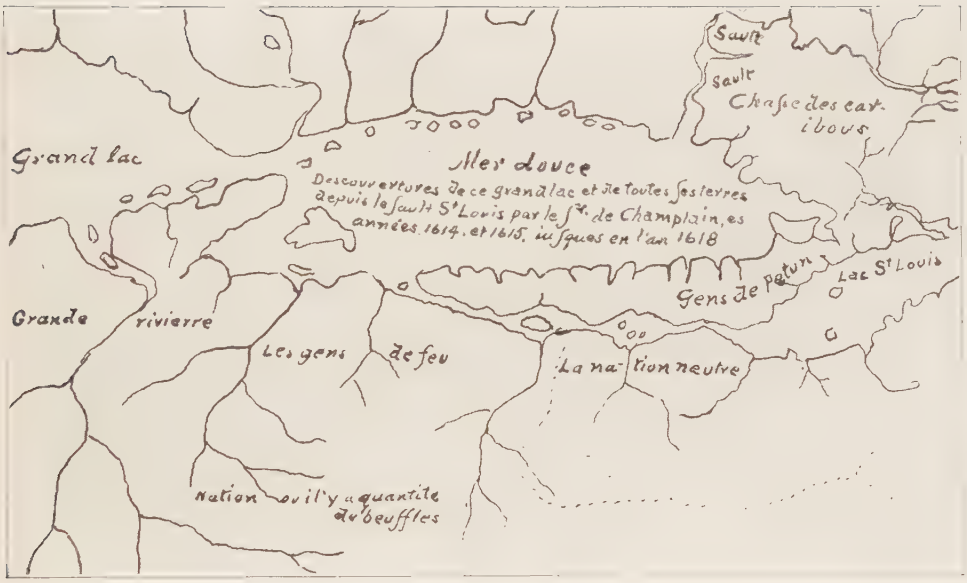
The Erie, Huron and Nipissing are readily distinguished, both by name and location. The Sonontouaer, south of Lake Ontario, were no doubt the Seneca, the most western tribe of the Five Nations. Near the west end of Lake Erie are the Squenquioronons and the Ontarraronons, which may have been some of the Ottawa bands. Farther to the northwest, the Assistaeronons were unquestionably the Mascouten, or Prairie band of the Potawatomi.

On the map Lake Huron is called "Karegnondi," Lake St. Clair, "Lac des Saux de Mer," and Lake Michigan, "Lac des Puans." One of the early names for the Winnebago Indians was "Puans," hence the name given to Lake Michigan is equivalent to "Winnebago Lake." In the State of Wisconsin, a few miles to the southwest of the southern point of the Green Bay, there is now a Winnebago Lake, so named for the tribe which once inhabited that section of the country. The Ouhouararonons, on the peninsula between Karegnondi and Lac des Puans, were probably the Fox Indians, before their alliance with the Sac tribe. The tribes on the northern shore of Lake Superior were in all probability the Chippewa and their kinsmen, and the Attiouandarons, on the upper peninsula of Michigan and south of Lake Erie are believed by some writers to have been the ancestors of the great Miami nation.

While the map imparts a general idea of the Great Lakes and their environs, it is defective in many essential particulars, which may easily be detected by comparing it with a modern map. Three parallels of latitude are shown. Of these the forty-fifth is approximately correct, but the fortieth crosses Ohio near the City of Columbus, more than one hundred and twenty-five miles south of where it is shown by Sanson, and the fiftieth is over fifty miles north of the most northern point of Lake Superior. The boundary line of "Virginie" and "Floride" is many miles too far north.

THE MISSIONARIES

Within three years after Quebec was founded by Champlain, Jesuit missionaries were among the Indians living on the shores of Lakes Huron, Michigan and Superior. In 1634 Jean Nicollet passed still farther westward to the Fox River Valley, in what is now the State of Wisconsin. Through the visits of the missionaries it was learned that the country abounded in fur-bearing animals, whose skins would command almost fabulous prices in the capitals of Europe. Along the streams and in the marshes of the oak openings, in what is now Lucas County, beaver were plentiful until about the beginning of the Nineteenth Century. As the Indians were unacquainted with the value of these furs, the French saw an opportunity for a profitable trade with the natives.



This is the earliest attempt to map the Great Lakes region. It is the central part of Champlain's map published in 1632. Champlain reached the Great Lakes by way of the Ottawa river and French river into Lake Huron. His ideas of geography were very much distorted. In the above Lac St. Louis is Lake Ontario. Mer Douce is Lake Huron. Grand Lac is Lake Superior. The body of water with three islands above the words La Na-tion-neutre is doubtless intended for Lake Erie with the Maumee River indicated. By the "Neutral Nation" undoubtedly was meant the Miami tribe of Indians which generally pursued an independent course in Indian politics. Champlain was within 125 miles of Toledo's future site as early as 1615, spending many months during the summer and following winter visiting the various tribes of Indians, and it is not beyond resonable conjecture that he came to the south shore of Lake Erie at this time.

Following the missionaries came the coureurs de bois, a hardy, adventurous class of woodsmen, who kept no records of their wanderings or transactions. They roamed where they pleased, making friends, intermarrying and trading with the Indians, and trapping for furs.

In 1665 Claude Allouez, one of the most zealous of the Jesuit fathers, held a council with the chiefs and head men of the leading western tribes at the Chippewa village, on the southern shore of Lake Superior. At this council the Chippewa, Illini, Potawatomi, Sac and Fox and certain Sioux tribes were represented. Allouez promised them the protection of the great French father and thus opened the way for an established trade. Three years later Fathers Jacques Marquette and Claude Dablon established the mission of St. Mary, the oldest white settlement within the present State of Michigan.

SAINT LUSSON

The accounts of the country carried to Quebec by the missionaries and coureurs de bois led the Canadian authorities to arrange for a grand council with the western tribes. Nicolas Perrot was sent as the accredited agent of the government to invite the tribes to the council. He was followed by Simon Daumont, Sieur de St. Lusson, as subdelegate of M. Talon, the intendant of New France. The council met at St. Mary's mission early in June, 1671. Fourteen tribes were represented and for several days there were "much talk and feasting." On the 14th a cross was erected and St. Lusson took formal possession, in the name of France, of "Lakes Huron and Superior and all countries, rivers, lakes and streams contiguous thereto, both those that have been discovered and those which may be discovered hereafter, in all their length and breadth, bounded on one side by the seas of the north and west, and on the other by the South Sea."

By this proclamation Lake Erie and the country along the Maumee River, being "contiguous thereto," became a part of the territory claimed by France. A year or two before Jesuit priests had visited the Maumee Valley and some of the tribes in that locality were represented in the council at St. Mary's.

MARQUETTE AND JOLIET

Two names inseparably connected with the history of the Great Lakes country are those of Father Jacques Marquette and Louis Joliet. The former, a native of Laon, France, joined the Jesuit Society at the age of seventeen years, came to America in 1666 and soon became one of the most widely known of the Jesuit missionaries. He was one of the founders of St. Mary's mission in 1668; was present at the great Indian council there in June, 1671, and before the close of that year he established the mission of Point St. Ignace, which for many years was considered the key to the great, unexplored West.

Joliet was a native of Canada and was educated for the priesthood in the Jesuit College at Quebec. Being fond of adventure he laid aside the black gown of the priest to become an explorer. In 1669, when only twenty-four years old, he went with a party to Lake Superior and on his return made a complete report upon the shorter route to the upper lakes by way of the Ottawa River and Lake Nipissing. He prepared a map of this route, said to be the first, although at least a portion of

it was known to Champlain nearly fifty years before. In 1671 Joliet accompanied St. Lusson to the Sault Ste. Marie, where he met and formed the acquaintance of Father Marquette.

Count de Frontenac succeeded Courcelles as governor of New France in the spring of 1672, and Duchesneau superseded Talon as intendant. The new officials were ambitious for territorial expansion and with them Joliet was given an opportunity to exercise his peculiar talents as topographer. Frontenac selected him and Marquette to find the great river to the westward (the Mississippi), of which reports had been received by the missionaries from the Indians. On May 13, 1673, the two explorers, accompanied by five voyageurs, left Michilimackinac in two canoes for their long voyage. Passing up the Green Bay and the Fox River, they made the portage to the Wisconsin River, descended that stream, and on June 17, 1673, their frail craft shot out upon the broad bosom of the Mississippi. Turning their canoes down stream they went as far as the mouth of the Arkansas River, when they became convinced that the river flowed into the Gulf of Mexico instead of the South Sea, as the Pacific Ocean was then known. On their return they ascended the Illinois River and crossed the portage to the Chicago River, down which they went until they reached Lake Michigan.

Father Marquette resumed his missionary labors with the Indians occupying the eastern shore of Lake Michigan, while Joliet went on to Quebec to make a report. At the La Chine Rapids his canoe was upset and he lost all his notes, journal, etc. From memory and his previous knowledge of the lakes he prepared a map, which was published in 1674. On Sanson's map several streams are shown emptying into the west end of Lake Erie, but their position indicates that they were located by hearsay, rather than actual survey. Joliet's map shows but one stream, which corresponds closely to the Maumee River. He is credited by some historians as being the first explorer to give to the world any accurate knowledge concerning Lake Erie. Although the source of the Mississippi was not known in 1674, Joliet shows it upon his map, and it must be admitted that he made a "shrewd guess," to say the least of it. He gives the river the name of Colbert, in honor of Jean Baptiste Colbert, the French minister of marine and finance, and the legend declares that it discharges into the Gulf of Mexico. He also shows the Ohio River, with the legend (translated): "River by which Sieur de La Salle descended in going to Mexico." The Illinois River he calls the "River de la Divine."

SIEUR DE LA SALLE

Robert Cavelier, Sieur de La Salle, was born at Rouen, France, in 1643, and came to Canada about 1667. Through his brother, Abbe Jean Cavelier, of the Sulpitian order at Montreal, he received a grant of land near the La Chine Rapids on the St. Lawrence River. From Governor Courcelles he obtained letters patent to make explorations in the western part of New France. In the spring of 1669 he sold his seigneury, bought four canoes and hired fourteen men to accompany him on his first voyage of discovery. On July 6, 1669, with this little company and two Sulpitian priests—Dollier de Casson and Brehan de Gallinee—he left Montreal. At the west end of Lake Ontario he met Louis Joliet, from whom he obtained information of the upper lakes, and decided to alter his course. The two Sulpitians then left him and continued their way up the north shore of Lake Erie. La Salle

SANSON'S MAP OF 1656

crossed that lake and reached the Ohio River, which he descended to the rapids, where the City of Louisville, Kentucky, is now situated.

If La Salle kept a diary or journal of his voyage it was lost, and it is not certain what route he took to reach the Ohio. Most of the accounts say that he was guided by an Indian from Lake Erie to a branch of the Ohio (believed to be the Allegheny River). Slocum, in his "History of the Maumee Valley," and a few other writers have attempted to show that he went up the Maumee, crossed over to the Wabash River and descended that stream to the Ohio, but this theory is hardly tenable. Practically all accounts of the voyage state that he descended the Ohio to the rapids. If he had gone by way of the Maumee and Wabash he would have struck the Ohio more than one hundred and fifty miles below the falls.

In 1671 La Salle conducted an expedition around the lakes to the mouth of the Chicago River and crossed the portage to the Illinois, but went no farther. Two years later, under orders from Governor Frontenac, he built Fort Frontenac, on the site of the present City of Kingston. In 1674 he went to France and received a grant of land at Fort Frontenac, as well as authority to explore the western part of New France. The "Griffon"—the first sailing vessel on the Great Lakes—was built by La Salle early in 1679. As soon as it was completed he took a small company of men and sailed around to the Green Bay. There the "Griffon" took on a cargo of furs and started on the return voyage, while La Salle went on to the Illinois country, his object being to find the Mississippi and explore it to its mouth. When near the present City of Peoria, Illinois, he learned that the "Griffon" had been lost. Leaving his lieutenant, Henri de Tonti, in command, he returned to Front Frontenac for supplies. While at Fort Frontenac he wrote: "There is at the end of Lake Erie, ten leagues below the strait (the Detroit River), a river by which we could shorten the way to the Illinois very much. It is navigable to canoes to within two leagues of the route now in use."

The river referred to could have been no other than the Maumee. This is believed to have been the first mention of that river in history. Waggoner's "History of Toledo" says: "In considering the date of the first settlement of a country, we must at the outset determine what constitutes a 'settlement.' If adventures for discovery, trade, missionary labor, or other temporary purposes, be such, it is probable that the earliest settlers of Ohio were parties sent out in 1680 by Count de Frontenac, then the French Governor of Canada, for the purpose of erecting posts or stores for occupancy and trade. One of these parties at that time built a small stockade just below where South Toledo (Maumee City) now stands. . . . This was an important point of trade for several years, and was finally abandoned for the more desirable location at the head of the Maumee River, where Fort Wayne now stands."

Some authorities have credited La Salle with being the leader of the party that established the post on the Maumee, mentioned by Waggoner, but this is by no means substantiated. La Salle was busy at Fort Frontenac, making his preparations for his final and successful expedition to the Mississippi. In the spring of 1681 he met Tonti at Michilimackinac (now Mackinaw). Without going into all the details concerning this expedition, it is only necessary to say that he reached the mouth of the great river on April 8, 1682, and the next day took formal possession of all the country drained by it and its tributaries, giving the country the name of Louisiana, in honor of Louis XIV, then King of France. By this proclama-

tion all that part of Ohio drained by streams flowing into the Ohio River became French domain.

La Salle returned to Fort Frontenac and later in the year 1682 wrote: "I could no longer go to the Illinois but by the Lakes Huron and Illinois (Michigan), as the other routes I have discovered by the head of Lake Erie and the southern coast of the same have become too dangerous by frequent encounters with the Iroquois, who are always on that shore."

TRADING POSTS

Soon after La Salle's expedition of 1682, the Canadian authorities took steps to establish trading posts at convenient points in the Indian country and to protect them by a chain of forts extending from the lakes to the lower Mississippi Valley. Unfortunately, the records of many of the minor posts have not been preserved and it is impossible to give much of their history.

In 1686 Nicolas Perrot led a party of twenty men up the Maumee to its source, where he found the Indian village of Kiskakon. He made terms of peace with the occupants of the village and established a trading post, to which he gave the name of Fort Miami, after the tribe which inhabited that part of the country. Some confusion has resulted over the name "Fort Miami," as there were at least three early posts thus known. La Salle built a Fort Miami on the eastern shore of Lake Michigan, near the mouth of the St. Joseph River, in 1680. The post established the same year near the foot of the Maumee Rapids was also known by that name, and Perrot's post at the head of the Maumee was the third so distinguished.

The Fort Miami at the source of the Maumee was greatly improved and strengthened in 1697 by Captain de Vincennes, who a little later went on down the Wabash and built the posts of Ouiatenon and Vincennes.

In 1693 Nicolas Perrot established a trading post at the west end of Lake Erie. Slocum states that in 1700 a French post was built within the limits of the City of Toledo. The writer has been unable to learn anything concerning the history of these posts. Cadillac founded Detroit in 1701. That place became the great center of the Indian trade and the posts at the west end of Lake Erie and on the site of Toledo were abandoned.

On May 2, 1670, the Hudson's Bay Company was chartered by the English Crown. It was supposed to operate in the region around the bay from which it derived its name, but within a few years its agents were competing with the French in the district about the Great Lakes. By 1715 they were among the Indians on the Maumee and Wabash rivers and in other parts of what is now the State of Ohio. This competition finally culminated in the French and Indian war, the history of which is given in the next chapter.

JOLIET'S MAP OF 1674

CHAPTER V

FRENCH AND INDIAN WAR

CONFLICTING CLAIMS—ENGLISH TRESPASSES—THE OHIO COMPANY—CELORON'S EXPEDITION—WASHINGTON'S MISSION—FRANCE DECLARES WAR—BRADDOCK'S DEFEAT—WILLIAM PITT'S POLICY—BRITISH VICTORIES—END OF THE WAR—SUCCEEDING EVENTS—LORD DUNMORE'S WAR.

In the East the conflict between France and England about the middle of the Eighteenth Century took the name of the "French and Indian War," for the reason that the Indian tribes of that section were supplied with arms and ammunition by the French and incited to attack the English settlements. The British retaliated by arming the Iroquois and allied tribes and inducing them to make war on the French posts in the West. Upon the restoration of peace the western people referred to the struggle as the "Seven Years' War," but historians generally have adopted the eastern name.

CONFLICTING CLAIMS

As stated at the close of the preceding chapter, the causes of the war grew out of rival claims to territory and competition in the fur trade. The grant of Pope Alexander to Spain in 1493 was strengthened to some extent by the expedition of Hernando de Soto (1540-42) into the interior and the discovery of the Mississippi River.

Based upon the discoveries made by the Cabots, England claimed practically all the central part of North America. The charter granted by the crown to the Plymouth Company in 1620 included "all the land between the fortieth and forty-eighth parallels of north latitude from sea to sea." This grant embraced more than half of the present State of Ohio.

Under the proclamation of St. Lusson in 1671, France claimed all the country around the Great Lakes, and under that of La Salle in April, 1682, all the territory tributary to the Mississippi River became a part of the French possessions. Spain's claim to the interior was never strongly asserted and it was not long until European nations acknowledged that France possessed the better title, based upon the discovery of La Salle.

Titles to land, based upon this "right of discovery," became the subject of litigation, much of which was unsettled at the time the United States Government came into existence. Concerning this right, Chief Justice John Marshall, in the case of Johnson vs. McIntosh, said:

"On the discovery of this immense continent, the great nations of Europe were eager to appropriate to themselves so much of it as they could respectively acquire. The potentates of the Old World found no difficulty in convincing themselves that

they made ample compensation to the inhabitants of the New, by bestowing on them civilization and Christianity, in exchange for unlimited independence. But, as they were all in pursuit of nearly the same object, it was necessary, in order to avoid conflicting settlements and consequent war with each other, to establish a principle, which all should acknowledge as law by which the right of acquisition, which they all asserted, should be regulated as among themselves. This principle was, that discovery gave title to the government whose subjects, or by whose authority, it was made, against all other European governments, which title might be consummated by possession. Those relations which were to exist between the discoverer and the natives, were to be regulated by themselves. The rights thus acquired being exclusive, no other power could interpose between them."

However perfect the theory may have been, the principle mentioned by Chief Justice Marshall did not always work in practice. Louisiana, as claimed by La Salle, extended to the summit of the Alleghany Mountains. On the other hand, the English Colony of Virginia, organized under the grant "from sea to sea," claimed the country northwest of the Ohio River. Neither the English King, the Cabots nor the grantees knew the extent from sea to sea, while the French had actually discovered and were in possession of the Mississippi River. It is therefore not surprising that these overlapping claims, in course of time, gave rise to controversy as to which nation was the rightful owner of the territory.

ENGLISH TRESPASSES

Between the years 1700 and 1730 conditions were aggravated by what the French considered the trespasses of the agents and employes of the Hudson's Bay Company. In 1745 colonists from Pennsylvania built Fort Sanduski, at the northwest point of the Sandusky Bay. This is said to have been the first post erected for military purposes within the limits of the present State of Ohio.

At the suggestion of the Shawnee Indians, the English built a stockade on Loramie Creek (where Loramie's store was later established), in the spring of 1747. This stockade was erected for the accommodation of the Miami Indians who had deserted the French interest and their own village of Kiskakon at the head of the Maumee River. It was named Pickawillany and it soon became a trading post and important trail center. In the activities of the Hudson's Bay Company, the building of Fort Sanduski and the establishment of a trading post at Pickawillany, the French saw that the English were bent on contesting the claim to the Ohio country. Relations became still further strained in the fall of 1748 by the organization of

THE OHIO COMPANY

This company was organized by Lawrence and Augustus Washington, John Hanbury, Thomas Lee, George Fairfax, Col. Thomas Cressap and some others, "all of his Majesty's Colony of Virginia," for the purpose of planting a settlement on the Ohio River. They petitioned the King "to grant them, and such others as they shall admit as their associates, 500,000 acres of land betwixt Romanettes and Buffalo's Creek on the south side of the River Aligane (Allegheny), otherwise the Ohio, and betwixt the two creeks and the Yellow Creek on the north side of the

river, or in such other parts of the west of said (Alleghany) mountains as shall be adjudged most proper by the petitioners," etc.

The petition was granted, on condition that 200,000 acres should be taken up at once, that 100 families should be "seated" within seven years, and that a fort should be built by the company for the protection of the settlers. A charter, giving the company the right to select land on either side of the Ohio River, was issued early in the year 1749. Immediately upon receipt of the charter, the company selected a large tract on the south side of the Ohio, between the Monongahela and Kanawha rivers, and another tract on the north side, in what are now Columbiana and Jefferson counties in Ohio.

CELORON'S EXPEDITION

About the time the charter was issued to the Ohio Company, Comte de la Gallissoniere, governor of Canada, aware of what was going on, sent Capt. Pierre de Celoron to take formal possession of the country along the Ohio River. Celoron left Montreal June 15, 1749, with 25 canoes, 34 regular soldiers, 180 Canadians and 30 Indians. He was supplied with lead plates, with means to appropriately letter them, which he intended to bury at important points to indicate occupancy of the territory for France, and in addition, had something of the nature of sheet iron plates emblazoned with the arms of France to be nailed on trees at the same points. He proceeded by river and the Great Lakes and through Chautauqua Creek and Lake Chautauqua to the Allegheny River at the confluence of the Conewango where he buried his first plate. The first plate prepared for this purpose, however, was stolen by Indians from his lieutenant. The Indians were greatly mystified by the lettering and caused the plate to be sent to Sir William Johnson at his home on the Mohawk. The latter used the mystification of the Indians, playing upon their superstitions, to assist in securing the allegiance to the English of the Five Nations in the anticipated war with France, and sent the plate to Gov. Clinton, who, in turn, sent it to England. The Celoron expedition proceeded rapidly down the Allegheny, burying a second plate a few miles north of the site of Pittsburgh, floating thence down the Ohio, to deposit a third plate near the mouth of Wheeling Creek, and reaching, on the 15th of August, the mouth of the Muskingum where a fourth plate was buried. The mouth of the Great Kanawha was made the location of the fifth plate. The fourth and fifth plates were subsequently discovered, the first in 1798 by boys bathing in the Muskingum River and the fifth in 1846, also found by a boy. The expedition reached the mouth of the Great Miami on the Ohio, August 30. Here on the next day the last plate was buried, according to Celoron's journal. The expedition then started northward up the Miami and by portage northwestward to the Indian village of Kiskakon on the site of the city of Ft. Wayne. This place was reached September 25. Twenty-two French were found in the fort, which had been built two years before, occupying eight miserable huts and all sick with the fever. Both Celoron and his chaplain, Father Bonnecamps, kept elaborate journals of their expedition, the latter being provided with instruments to determine the latitude and longitude of places of interest which he carefully noted. The party divided at Kiskakon, one division descending the Maumee, or, as the journals call it, the Miami, the Great Miami being designated as the Riviere de la Roche. Eight days were occupied in descending the Maumee and at the mouth,

October 5, the Indians had to be left for a short time because of a drunken debauch. Speaking of the trip from the head of the Maumee to Detroit, the following is a translation from Father Bonnecamps' journal:

> "The Miami River caused us no less embarrassment than Riviere a la Roche had done. At almost every instant we were stopped by beds of flat stones, over which it was necessary to drag our pirogues by main force. I will say, however, that at intervals were found beautiful reaches of smooth water, but they were few and short. In the last six leagues, the river is broad (and deep), and seems to herald the grandeur of the lake into which it discharges its waters. At 6 leagues above Lake Erie, I took the altitude, which was found to be 42° O'.
>
> "We entered the lake on the 5th of October. On entering it, there is to the left the bay of Onanguisse, which is said to be very deep. Soon after, one encounters to the right, the Isles aux Serpents. On the 6th, we arrived at the Detroit River, where we found canoes and provisions for our return."

Father Bonnecamps also prepared a map of the trip, locating the points of interest with remarkable fidelity. His delineation of the course of the Maumee River is very accurate, considering the circumstances. On his map the "bay of Onanguisse" is shown as an extensive inlet, extending several miles due north from about the location of Turtle Island. This is either a decided inaccuracy or there has been an extensive filling up of the west end of Lake Erie since 1749. By the "Isles aux Serpents" he refers, according to the map, to the Sister Islands, the location of which he notes with fair accuracy. He notes the mouth of the River Raisin as being north of the Bay of Onanguisse, and also that of the Huron River, which he calls the "River of the Swans." In this map the course and meanderings of the Allegheny and the Ohio rivers are well delineated, as well as the general lines of Lake Erie. This is the earliest definite record of white men on the lower Maumee, although there are traditions of French presence more than a century earlier.

The colonial authorities of Virginia then sent Christopher Gist and George Croghan, with a supply of rum, blankets, etc., to the Ohio country to conciliate the Indians and demonstrate to them that the English were their best friends. Several times the English had been accused of inciting the savages to attack the French posts. The mission of Gist and Croghan was therefore regarded by the French as another effort on the part of the English to win over the Indians and gain possession of the country.

WASHINGTON'S MISSION

On June 21, 1752, the post at Pickawillany was captured and destroyed by the French, but the first open rupture between the two nations did not come until the following year. The Ohio Company had commenced a fort at the junction of the Allegheny and Monongahela rivers, where the City of Pittsburgh, Pennsylvania, now stands, but in 1753 it was captured by the French before it was completed and the name was changed to Fort Du Quesne. The same year the French began building a line of forts from the Ohio River to the lakes, to prevent the English

from extending their settlements west of the mountains. The territory upon which some of these forts were located was claimed by Virginia. Governor Dinwiddie, of that colony, after consultation with Governor Clinton, of New York, sent a special messenger to the commandant at Fort Du Quesne, to demand an explanation for the armed invasion of English territory while the two nations were supposed to be at peace.

George Washington, "just turned twenty-one," was selected as the messenger to carry the remonstrance to Fort Du Quesne. One of the principal reasons for his being chosen was that he understood land surveying and he was instructed not only to bear the protest against the French trespass, but also to survey and locate the lands of the Ohio Company. He was courteously received at Fort Du Quesne, though the only explanation the commandant would offer was that the Ohio Valley had been generally recognized as French territory since 1682. Nor would he permit Washington to make any surveys northwest of the Ohio River.

Washington then went on up the Allegheny River to Fort Le Boeuf, where he met with a similar reception. Rebuffed at every point, he then moved over to the Monongahela River, where with his handful of colonial troops, he began the construction of a fort, but was driven out by a detachment of French troops. Fort Du Quesne was then made a strong post by the French, who before the close of the year had a chain of some sixty forts (mostly blockhouses) between Quebec and New Orleans.

FRANCE DECLARES WAR

In 1754 Washington, with the rank of lieutenant-colonel, was again sent into the disputed territory. This time he was furnished a detachment of troops and was instructed "to complete the fort already commenced by the Ohio Company at the forks of the Ohio, and to kill, capture or drive out all who attempted to interfere with the English posts." When news of this movement reached Paris, France formally declared war against Great Britain.

At the time of King George's war, New Brunswick and Nova Scotia fell into the hands of the English, but the French inhabitants, called Acadians, were permitted to remain in possession of their homes. Immediately after the declaration of war by France in 1754, the English ordered the expulsion of the Acadians from the two provinces, except such as would take the oath of allegiance to Great Britain. About seven thousand Acadians were thus driven from their homes. A few of the exiles found refuge in the French settlements of Canada and about the Great Lakes, but by far the greater portion of them went to the French settlements in Louisiana. The expulsion of the Acadians was made the subject of Longfellow's poem, "Evangeline."

BRADDOCK'S DEFEAT

Fort Du Quesne's position at the head of the Ohio River made it a post of great strategic importance. The British saw that whichever side held this fort would hold the key to the Ohio Valley, and against it the first active campaign was directed. In the spring of 1755 Gen. Edward Braddock, one of the best English military commanders, was placed at the head of a large force of regulars and colonial mili-

tia for the capture of the fort. His army was the largest military force which, up to that time had ever crossed the Alleghany Mountains.

Braddock moved forward with "pomp and circumstance," his colors flying, bands playing, men marching in solid column, according to the established tactics of the British army. His every movement was observed by Indian spies and information promptly borne to the commandant at Fort Du Quesne. George Washington, now promoted to colonel and in command of the Virginia troops, who was well acquainted with the Indian methods of warfare, tried to explain to General Braddock the danger of an ambush. He asked permission to place his Virginians in front and send out scouts to guard against a surprise, but all his suggestions were spurned. "High times, high times," exclaimed the pompous general, "when a young buckskin presumes to teach a British officer how to fight."

Washington's worst fears were realized. While marching through a narrow valley a few miles east of the fort, where the Town of Braddock is now located, the savages opened fire from all sides, accompanied by the most blood-curdling yells. At the first volley the British regulars, brave enough men under ordinary circumstances, but unused to fighting with an unseen foe, were thrown into confusion and General Braddock was killed. Washington then took command, rallied the army as best he could, covered the retreat with his Virginians and saved the supply train. There is a tradition that General Braddock's body was buried in the road and the wagons and artillery were driven over the grave to prevent its discovery and desecration by the savages. Ottawa and Wyandot Indians from the vicinity of Toledo assisted in the defeat of General Braddock.

WILLIAM PITT'S POLICY

Little activity was displayed by either side during the year 1756. General Montcalm arrived in Quebec in May and on the 14th of August captured Fort Ontario, at Oswego, New York. This was the most important military event of the year. Early in 1757 the British Government adopted the vigorous policy, proposed by William Pitt, of sending efficient commanders with large forces of troops to America. General Amherst was sent against the forts on Lake Champlain; General Wolfe was ordered to lay siege to Quebec; General Prideaux was directed to effect the capture of the fort at Niagara, if possible, and before the close of the year Louisburg was taken by Amherst and Wolfe.

On October 15, 1758, Major Grant, with a small British force, made an attack on Fort Du Quesne, but was repulsed with considerable loss in killed and wounded. General Forbes was then sent against the fort with a larger force and on November 28th the French evacuated the post, after destroying the stores and burning some of the buildings. The English rebuilt the fort and gave it the name of Fort Pitt.

The year 1759 saw the English arms victorious at almost every point. General Amherst captured the forts at Crown Point and Ticonderoga, on Lake Champlain. On July 24th General Prideaux captured or dispersed a reinforcement of 1,200 men sent from Detroit to the relief of Fort Niagara, and the next day that post capitulated. The surrender of Niagara broke the French line of communication with the posts at Presque Isle, Venango and Le Boeuf. These forts were then demolished and the garrisons retired to Detroit. On the 13th of September

Quebec, the stronghold of the French was surrendered, leaving Montreal as the only eastern post of consequence in the hands of the French.

Early in the year 1760 three divisions of the British army moved by different routes toward Montreal, sweeping everything before them, and on September 8th Marquis de Vaudreuil, governor of New France, surrendered Montreal and all its dependencies to the British. Pitt's policy had proved successful.

END OF THE WAR

Although practically all the French posts were surrendered to the British by the fall of 1760, the war was not officially ended until about two years later. By the preliminary Treaty of Fontainebleau, which was concluded on November 3, 1762, France ceded to Great Britain the entire Dominion of Canada, the posts about the Great Lakes, and that part of Louisiana lying east of the Mississippi River, except the City and Island of New Orleans. This preliminary treaty was confirmed by the Treaty of Paris on February 10, 1763, and the two nations were again at peace, after a controversy which had kept their American colonies in a state of war and turmoil for almost a decade. By these treaties the Maumee Valley and the site of Toledo became a part of Great Britain's colonial possessions.

SUCCEEDING EVENTS

The territory comprising the State of Ohio figured prominently in the events of the decade following the French and Indian war. Detroit, Fort Pitt and several other surrendered posts were occupied by the English in the fall of 1760. In May, 1763, three months after the final treaty of peace, came the Pontiac war, in which a number of the posts were destroyed. Thus the victors in the French and Indian war were prevented from taking peaceable possession of the country.

By the royal proclamation of October 7, 1763, the territory acquired from France was divided as follows: Canada was designated as the Province of Quebec; that portion south of the thirty-first parallel of north latitude was divided into East and West Florida; the western boundaries of the colonies along the Atlantic coast were restricted to the sources of the streams flowing into that ocean; the interior, bounded by the Great Lakes, the Alleghany Mountains, the thirty-first parallel and the Mississippi River, was allotted to the Indians.

Had the Indians peaceably accepted this reservation, the settlement of Ohio might have been delayed for years. But in the spring of 1764 they began a series of forays into the western settlements and two military expeditions were sent against them. One, commanded by Col. John Bradstreet, went by water along the south shore of Lake Erie, and the other, under Col. Henry Bouquet, marched from Fort Pitt into the interior of Ohio. Both expeditions were successful, Bradstreet and Bouquet making treaties of peace with the tribes that had been causing the annoyance.

It appears that the white people were equally dissatisfied with the king's proclamation. The colonists who served in the French and Indian war naturally expected, in the event that the British arms were successful, they would be permitted to occupy the conquered territory. Between the years 1763 and 1774 various plans were proposed for the settlement of the country northwest of the Ohio. The Ohio

Company renewed its claims under its charter of 1749; the Virginia volunteers, who had been promised bounties of land for their services, grew persistent in their demands; in 1769 George Washington and a company of associates petitioned the king for a grant of 2,500,000 acres and the next year Washington crossed the Ohio to locate the lands; the issue of individual land warrants was advocated, but nothing came of any of these schemes.

LORD DUNMORE'S WAR

In the spring of 1774 the king, "to appease the discontent of the Virginians," gave to the people of that colony a grant of land on the Ohio and Kanawha rivers, "for services in the late war with France." Col. Angus McDonald was sent to survey the tract, preparatory to opening it for settlement, but he was driven off by the Indians.

On June 22, 1774, the English Parliament passed what was known as the Quebec Act, annexing Ohio to the Province of Quebec. James Murray, Earl of Dunmore, was at that time governor of Virginia. Although a Tory, he was loyal to the interests of the colony. While acknowledging allegiance to the crown, he was "eager on all occasions to champion the cause of Virginia." As the Quebec Act nullified Virginia's claim to the western lands, it was not approved by the governor. The Indians were showing signs of hostility and Dunmore ordered Colonel McDonald to raise a regiment and march into the Indian country. McDonald moved up the Muskingum River and destroyed the Shawnee town of Wapatomica (near the present City of Zanesville) and laid waste the cornfields, after which he returned to Wheeling. Later in the year two expeditions marched against the Indians—one commanded by Governor Dunmore in person and the other by Gen. Andrew Lewis. The latter won a decisive victory at the battle of Point Pleasant on October 10, 1774, and then pushed on to join Dunmore at Pickaway Plains. Soon after the junction was effected, Dunmore concluded a treaty with the Indians, by which they gave up all claims to lands south of the Ohio and agreed not to molest the canoes of the white traders on that river. This affair is known as "Lord Dunmore's War."

When the army reached the Ohio River on the homeward march, resolutions were adopted expressing dissatisfaction with the Quebec Act; declaring the respect of the soldiers for Lord Dunmore and their allegiance to the king; "But as the love of liberty and the attachment to the real interests and just rights of America outweigh every other consideration, we resolve that we will exert every power within us for the defense of American liberty, and for the support of her just rights and privileges—not in any precipitate, riotous, or tumultuous manner, but when regularly called forth by the unanimous voice of our countrymen."

Here was an exhibition of that spirit which brought on the Revolutionary war and in less than two years found expression in the Declaration of Independence.

CHAPTER VI

THE REVOLUTIONARY WAR

CAUSES OF THE REVOLUTION—BEGINNING OF THE WAR—IN THE OHIO COUNTRY—GEORGE ROGERS CLARK—CAPTURE OF BRITISH POSTS IN THE ILLINOIS COUNTRY—FATHER GIBAULT—HAMILTON RECAPTURES VINCENNES—COL. FRANCIS VIGO—CLARK ASSUMES THE OFFENSIVE—CAPTAIN HELM'S EXPLOIT—PLANS AGAINST DETROIT—CRAWFORD'S EXPEDITION—END OF THE WAR.

Practically every schoolboy in the United States, who has commenced the study of his country's history, has some knowledge of the British oppression, which finally caused thirteen of the English colonies in America to revolt. Taxes, often burdensome, were levied by the English Government, and at the same time the colonists were denied a representative in Parliament. "Taxation without representation" therefore became a burning issue with the sturdy pioneers, who were struggling to build up states in the New World, and who felt they deserved better treatment from the mother country.

Among the acts of oppression that caused the most complaint on the part of the colonists were: 1. The Stamp Act of 1765, which provided that all legal documents, of whatever nature, unless written upon paper bearing a stamp authorized by the act, should be null and void. 2. The tax on tea, which resulted in several hundred chests of that luxury being emptied into the waters of Boston Harbor by a little band of patriots disguised as Indians. 3. The enactment of the Boston Port Bill by Parliament, transferring the shipping of that city to Salem as a punishment for permitting the destruction of the tea. 4. The quartering of British soldiers upon the colonists in time of peace.

BEGINNING OF THE WAR

For ten years or more before the actual beginning of hostilities, companies of "Minute Men"—that is, men ready to report for military duty upon a minute's notice—had been quietly organized in all the colonies, and stores of ammunition had been secretly collected, to be ready for any emergency. The colonists were divided into two parties. On the one hand were the loyalists, or tories, who indorsed every act of the English Parliament and the royal colonial governors, and on the other were the patriots, who resisted the Stamp Act and other unjust legislation until such time as the colonies were given representation in the Parliament. Of the latter, John Hancock, James Otis, Samuel Adams, John Adams and Dr. Joseph Warren, of Massachusetts; Benjamin Franklin and Robert Morris, of Pennsylvania; Thomas Jefferson and Patrick Henry, of Virginia, were among the most distinguished leaders.

Late in the evening of April 18, 1775, a detachment of British troops, com-

manded by a Major Pitcairn, marched out of Boston for the purpose of capturing or destroying a store of military supplies at Lexington, about eleven miles northwest of the city. Paul Revere rode through the towns, giving the alarm and calling the Minute Men to arms. The result was that when Major Pitcairn arrived at Lexington early on the morning of the 19th, he found a body of Minute Men drawn up in battle array on the village green ready to receive him. That day was fought the battle of Lexington, which marked the beginning of the eight years' war for independence.

IN THE OHIO COUNTRY

The Revolution began more than forty years before Toledo came into existence, and when the only white inhabitants of the present State of Ohio were a few transient and nomadic fur traders. The British military posts of Niagara, Detroit and Michilimackinac (now Mackinaw) were then the only permanent establishments upon the western frontier. On November 9, 1775, Capt. Henry Hamilton, of the British army, with the title of lieutenant-governor, arrived at Detroit and that post was made the base for the distribution of presents to the Indians to secure their allegiance and coöperation. Hamilton's principal duties were to induce the Indian tribes to make war on the "rebels" (every settler was a "rebel" in the eyes of the lieutenant-governor), and to equip them with arms, ammunition, etc., for the war path. Large numbers of savages from most of the western tribes repaired to Detroit to share in the goods which their great English father was so lavishly bestowing upon his red children. To entertain these painted warriors, oxen were roasted whole, and while "fire-water" was passed to them with one hand, guns, tomahawks and scalping knives were passed to them with the other.

Among the tories and pacifists in the colonies were many who were opposed to the war. To escape military service on one side or the other, these persons removed with their families into the Ohio Valley. Although a majority of them were friendly to the English cause, the immigration was seized upon by the British agents as an argument to the natives that their hunting grounds were destined to become the property of the pale-faces. By this line of argument they won a number of the Ohio chiefs to the English standard. War parties fitted out at Detroit were sent against the straggling settlements and returned bringing prisoners and scalps. The prisoners were generally sent to Niagara, Quebec or Montreal; the scalps were "formally received, counted and recorded." It is not certain that a fixed price was paid for these scalps, but those who brought them were liberally rewarded and Hamilton a year or two later became known as the "Hair Buyer General."

Governor Dunmore, of Virginia, assisted Hamilton in inciting the Indians to "dig up the hatchet." He employed Dr. John Connolly, of Pittsburgh, as agent to visit the Ohio tribes and urge them to fight on the side of the British. Late in the year 1775 Connolly started for the Indian country, accompanied by Dr. John Smythe and Allen Cameron. Near Hagerstown, Maryland, the three men were captured. Papers concealed in Connolly's saddle revealed the fact that he had been commissioned as colonel by Governor Dunmore to raise a regiment of tories in the western country, rendezvous at Detroit, and from that point march against Virginia. Cameron and Smythe were soon released, but Connolly was held a prisoner at Baltimore until the war was practically over.

GEORGE ROGERS CLARK

The one event connected with the American Revolution that wielded the most lasting influence upon Toledo's future, was the capture of the British posts in the Illinois country by Col. George Rogers Clark. One of the first steps of the British authorities, at the beginning of the war, was to occupy the old French posts of Cahokia, Kaskaskia and Vincennes, strengthen the garrisons and place each under the command of an English officer who could be trusted. At that time Virginia claimed a large section of the country west of the Alleghany Mountains. Colonel Clark made trips into this region in 1772, 1775 and 1776. Upon these occasions he learned much of the Indian character and the general conditions prevailing. Says Lossing: "He soon became convinced that the British garrisons at Detroit, Kaskaskia and Vincennes were the nests of vultures who prayed upon the feeble settlements of the West and deluged the virgin soil with the blood of the pioneers."

As Clark's conquest of the Northwest played such a conspicuous part in shaping the history of Ohio, the writer, even at the risk of being considered tedious, deems it advisable to give some account of that important event. In December, 1777, Colonel Clark laid before Gov. Patrick Henry and the Council of Virginia a plan for the reduction of the posts. His plan was approved and an appropriation of £1,200 was made to carry it into execution. The commandant at Fort Pitt was ordered to furnish the necessary boats, arms, ammunition, etc. Clark received two sets of orders—one, which was made public, was "to proceed to the defense of Kentucky," and the other, which was strictly private, was "to attack and capture or destroy the British posts in the Illinois country."

Early in June, 1778, Clark's troops rendezvoused at Corn Island in the Ohio River, opposite the present City of Louisville. His little army (about three hundred men) consisted of four companies, commanded by Captains Joseph Bowman, Leonard Helm, William Harrod and John Montgomery. In Captain Montgomery's company was Simon Kenton, then about twenty-two years of age, who agreed to act as spy in case his services in that capacity became necessary. Embarking in small boats on the 24th of June, these troops dropped down the Ohio to the mouth of the Tennessee River and encamped on the site of the present City of Paducah, where they met a party of hunters from Kaskaskia. At the close of the French and Indian war in 1763, many of the French people living east of the Mississippi River refused to acknowledge allegiance to Great Britain and removed to Spanish territory on the west side of the river. Shortly after the beginning of the Revolution, a number of them recrossed the river and allied themselves with the colonists in the struggle for independence. The hunters met by Clark belonged to this class. From them much valuable information was obtained and one of them, a man named John Saunders, offered to act as guide. Upon the recommendation of the hunters, Clark decided to surprise the post. The expedition arrived at Kaskaskia about dark on July 4, 1778, and before midnight the Americans were in possession of the village. Philip Rocheblave, the British commandant, was surprised in his bed and made prisoner. His wife succeeded in destroying most of the post records, but enough was saved to show that the commandant had been active in inciting the Indians to take up arms against the colonists.

Sixty miles up the Mississippi, where the City of East St. Louis is now situated,

was the post of Cahokia, which was a depository for arms intended for the Indians. Clark sent Capt. Joseph Bowman with a detachment of troops to capture that place with its stores. The same party of hunters that had piloted Clark from the Ohio River accompanied Bowman as guides and several of the citizens of Kaskaskia joined his force as volunteers. After the capture of two small villages, Bowman surprised Cahokia and captured the post on July 8th without firing a gun. The residents of the village were at first displeased to see strange soldiers among them, but when the situation was explained by some of the French from Kaskaskia, they cheered and the American colors were raised over the British fort.

FATHER GIBAULT

Father Pierre Gibault was born in Montreal, April 7, 1737, and was educated for the priesthood in his native city. Soon after receiving orders he was sent to the Illinois country and in September, 1768, took up his residence at Kaskaskia. Fifteen months later he removed to Vincennes, but happened to be at Kaskaskia when that place was captured by Clark. He was in sympathy with the American cause and waited upon the colonel to ask what effect the capture of the British posts would have upon his duties as a priest. Clark assured him that it was not the intention to interfere in the slightest degree with the free exercise of religion, whereupon Father Gibault declared his views. He suggested that, as he was well acquainted with the people of Vincennes, he might be able to win them over to the American side, but, owing to the position he occupied, it might be well to send some one with him as a political emissary. Clark accepted his proposal and on July 14, 1778, Father Gibault and Dr. Jean B. LaFont (political agent) left Kaskaskia for Vincennes with an address to the people there authorizing them to garrison their town in the American interests. Upon arriving at Vincennes the people were assembled in the church, where the address was read and the oath of allegiance administered by the priest. A commandant was then elected and the American flag was hoisted over the fort.

The change made quite a difference in the attitude of the inhabitants toward the Indians. They informed the savages that their old father, the King of France, was alive again and was angry with them for having allied themselves with the English. John Law, writing of Father Gibault in his "History of Vincennes," says "To him, next to Clark and Vigo, the United States are more indebted for the accession of the states in what was the original Northwest Territory than to any other man."

Although Colonel Clark had full confidence in the loyalty of Father Gibault and his influence with the people of Vincennes, he decided that it would be better to have an American officer in charge of the post. He therefore sent Capt. Leonard Helm, with a letter to the priest explaining the situation. Captain Helm was soon afterward joined at Vincennes by a small detachment of his company and a few creole volunteers. He established friendly relations with the Indians and in August, with a portion of his troops and some Indian allies, he moved up the Wabash River against the post of Ouiatenon, near the present City of Lafayette, Indiana. Captain Celoron, the British commandant, succeeded in making his escape, but the garrison of forty men and valuable military stores were captured. With the reduction of Ouiatenon the conquest of the British posts in the Illinois country was complete.

HAMILTON RECAPTURES VINCENNES

Late in September, 1778, Lieutenant-Governor Hamilton announced his intention of leading in person an expedition for the purpose of regaining the advantages the British had lost in the Illinois country through the activity of Colonel Clark. With fifty British regulars, seventy Detroit militia, sixty Indians and one small cannon, he set out from Detroit on the 7th of October. Upon reaching the Miami village, where the City of Fort Wayne, Indiana, now stands, several days were spent in holding councils with the Indians. Hamilton then crossed the nine-mile portage to the Wabash River and descended that stream. To guard against any movement of this character, Captain Helm sent a lieutenant and three men up the Wabash, but they were captured by Hamilton's scouts and Helm received no information of the approach of the British until they were within three miles of the fort. He then wrote a letter to Colonel Clark, in which he said: "My determination is to defend the fort, though I have but twenty-one men but what have left me."

The messenger bearing this letter was killed and the letter found its way into the Canadian Archives, the custodian of which furnished a copy to William H. English, when the latter was writing his history of Clark's conquest of the Northwest. It seems that all of Captain Helm's men except one deserted him before Hamilton appeared before the fort and demanded its surrender. After a march of seventy-one days, Hamilton reached Vincennes on December 17, 1778. Captain Helm had a cannon placed in the gateway of the fort and when the British advance guard came within hailing distance he commanded them with an oath to "Halt!" "No man," said he, "shall enter here until I know the terms." A short parley ensued, in which Hamilton agreed that the garrison should "have the honors of war." Captain Helm and Moses Henry, the only man of the garrison remaining, then surrendered. Mr. English says that Hamilton reported the capture of seventy-one men at Vincennes, and adds: "Hamilton's account is silent as to the incident at the gate, which is not surprising. He was writing that account to justify his own conduct and it was natural that he should avoid confessing that Helm had overreached him."

COL. FRANCIS VIGO

Colonel Clark was still at Kaskaskia when he learned that Vincennes had been recaptured. The news came as a great surprise and for a time he was at a loss as to what course to pursue. About this time Col. Francis Vigo, a resident of St. Louis and a Spanish subject, called on Clark and volunteered to go to Vincennes, ascertain the strength of Hamilton's force and report. Knowing Colonel Vigo to be a man who could be trusted, Clark accepted the offer and late in December Vigo, with a single attendant, set out for Vincennes. He was captured and taken before Hamilton, but as he was a Spanish subject he could not be treated as a spy. Before being liberated, however, he was required to sign a written pledge to go direct to his home in St. Louis without communicating with Clark. He kept his pledge and returned home, but remained there only long enough to change clothes and procure a fresh horse, when he started for Kaskaskia. On January 29, 1779, he arrived at Clark's headquarters and gave a full account of his adventure. The information he brought caused Clark to determine upon the recapture of the post. Under the date of February 3, 1779, he wrote to Governor Henry:

"I have for many months past had reports of an army marching against Detroit, but no certainty. A late maneuver of the famous Hair Buyer General, Henry Hamilton, Esq., Lieutenant-Governor of Detroit, hath alarmed us much. On the 16th (17) of December last he, with a body of 600 men, composed of regulars, French volunteers and Indians, took possession of Vincennes on the Wabash and what few men that composed the garrison, not being able to make the least defense. . . . Being sensible that without a reinforcement, which at present I have hardly the right to expect, I shall be obliged to give up the country to Mr. Hamilton without a turn of fortune in my favor, I am resolved to take advantage of his present situation and risk the whole in a single battle."

CLARK ASSUMES THE OFFENSIVE

Four days after the above letter was written, Clark completed his arrangements for an offensive movement against Vincennes. Lieut. John Rogers, with forty-six men, was sent around by water in a large galley carrying the stores, four swivel guns, two four-pounders and one nine-pounder. He was given orders to halt some distance below Vincennes until Clark, with 130 men, could march across by land. It was a rainy season, the route lay through low lands and the march was one of great hardships, the men often wading through water waist deep. After two weeks of this disheartening experience, Clark reached the Wabash late on the 22nd, near enough to the fort to hear the sunset gun. There he encamped for the night, while scouts were sent down the river to ascertain, if possible, the whereabouts of the galley, but they returned without tidings. The next day a duck hunter was captured and brought into the camp. From this man, who appeared to be in sympathy with the American cause, Clark obtained the information that there were "a good many Indians near the town," and also learned something of the strength and disposition of the British troops. Clark then wrote the following and sent it into the town by the duck hunter:

"To the Inhabitants of Post Vincennes:

"Gentlemen—Being now within two miles of your village with my army, determined to take your fort this night, and not being willing to surprise you, I take this method to request such of you as are true citizens and willing to enjoy the liberty I bring you, to remain still in your homes; and that those, if any there be, that are friends to the King of England, will instantly repair to the fort and join his troops and fight like men. And if any such as do not go to the fort should hereafter be discovered that did not go to the garrison, they may depend on severe punishment. On the contrary, those who are true friends to liberty may expect to be well treated as such, and I once more request that they may keep out of the streets, for every person found under arms on my arrival will be treated as an enemy.

"G. R. CLARK."

Just before sunset that afternoon (February 23), Clark displayed his entire force in full view of the village. In doing so he resorted to a ruse to create the impression that his army was much larger than it really was. This deception he describes in his "Memoir" as follows:

"In raising volunteers in the Illinois, every person who set about the business

had a set of colors given him. . . .- These were displayed to the best advantage; and as the low plain we marched through was not a perfect level, but had frequent raisings in it seven or eight feet higher than the common level, which was covered with water, and as these raisings generally ran in an oblique direction to the town, we took advantage of one of them, marching through the water under it, which completely prevented our men from being numbered. But our colors (ten or twelve) showed considerably above the heights, as they were fixed on long poles procured for the purpose, and at a distance made no despicable appearance; and as our young Frenchman had decoyed and taken several fowlers with their horses, officers were mounted on these horses and rode about, more completely to deceive the enemy."

In this way Clark maneuvered his forces until almost dark, the same men coming into view several times, which made it appear that he had several hundred troops instead of only 130. As soon as it was fairly dark Lieutenant Bailey was ordered to take fourteen men and open fire upon the fort, while the main body marched to the rear of the village and took possession of it without the least resistance. Most of the ammunition was on board the galley, but two loyal citizens were found who supplied the troops with powder and ball from their private stores. A desultory firing was kept up during the night, to prevent the British from sallying from the fort, while barricades were built in the streets. At daylight Clark's men sought shelter behind these barricades. The Kentucky riflemen were expert marksmen and every time a loophole in the fort was darkened a bullet sang the requiem of the soldier behind it. After losing a number of men in this manner, Hamilton raised a flag of truce and asked for an armistice of three days.

Lieutenant Rogers was expected to arrive with the galley at almost any time, which would have given Clark reinforcements and artillery, but he feared that Hamilton was also expecting reinforcements and refused to grant the request. Instead he sent the British commander a note demanding the immediate surrender of the fort, and warning him not to destroy any stores or documents. This "exchange of courtesies" resulted in a parley being held at the church, about eighty yards from the fort. Hamilton's overtures for a parole were rejected and Clark notified him that the real assault upon the fort would begin immediately after the drums sounded the alarm. Seeing that the American commander was confident in his ability to take the fort, Hamilton reluctantly accepted the only terms offered, which were to "surrender at discretion"—in other words, an unconditional surrender.

About ten o'clock on the morning of February 25, 1779, the Americans marched in and took possession of the fort, with all its stores, armament, etc. Hamilton, forty-two officers and men of the British regulars, and three officers of the Detron militia were made prisoners of war. The noncommissioned officers and privates of the militia were "lectured" by Colonel Clark and paroled after taking an oath not to take up arms against the United States until they were exchanged. Several members of this company, impressed with Colonel Clark's kindness and his explanation of the causes of the war, enlisted under him and made good soldiers.

CAPTAIN HELM'S EXPLOIT

Upon taking possession of the fort, Clark learned that a messenger had been sent to Detroit for supplies and that his return was hourly expected. He now under-

stood Hamilton's reasons for asking an armistice. The British commander no doubt hoped that the messenger would bring a force sufficient to enable him to hold the fort. On February 26, 1779, Captain Helm, with fifty men, was sent up the Wabash River to intercept any detachment on the way to Vincennes. A few miles below the present City of Terre Haute, Indiana, the light of the British camp fires was seen gleaming through the woods. Approaching quietly under cover of darkness, Captain Helm surrounded the camp and the entire party was captured without a shot being fired. On the 5th of March he arrived at Vincennes with his captives and seven boats laden with provisions, ammunition, clothing, etc., worth nearly fifty thousand dollars. With these supplies the Americans were placed above want and the permanent occupation of the Illinois country was assured.

PLANS AGAINST DETROIT

Early in 1778, before Clark began his campaign against the British posts in the Illinois country, the Continental Congress sent three commissioners to Fort Pitt (Pittsburgh) "to make observations and determine the importance of Detroit as a base for hostile Indian tribes." The commissioners reported that Lieutenant-Governor Hamilton's influence over the Indians was "extremely dangerous" and recommended that an expedition be sent against that post at the earliest opportunity. Gen. Lachan McIntosh, commander of the colonial troops at Fort Pitt, undertook a campaign into the Indian country with Detroit as the objective. After wasting much valuable time in the construction of Fort McIntosh, on the Ohio River about thirty miles below Fort Pitt, he marched into the interior. On a Tuscarawas River, not far from the present City of Massillon, he erected another fortification, which he named Fort Laurens, but went no farther, owing to a scarcity of supplies and the approach of winter. McIntosh was severely criticized for his dilatory movements and was removed from the command at Fort Pitt, Col. Daniel Brodhead being appointed his successor.

It was Colonel Clark's ambition to capture Detroit and "destroy that nest of serpents." His campaign of 1778 was financed by the Colony of Virginia alone. In October, 1778, the Virginia Legislature erected the conquered country into a county called "Illinois," and Col. John Todd was appointed county lieutenant or military commandant. Under date of December 12, 1778, Gov. Patrick Henry wrote to Colonel Todd, directing him to coöperate with Clark in any movement against Detroit. Before the letter was received by Todd, Hamilton had recaptured Vincennes and Clark was compelled to postpone any movement against Detroit until he could regain Vincennes.

Early in the spring of 1779 another expedition was planned and Clark wrote to Governor Henry asking for assistance in raising necessary troops. Virginia was not in a position to furnish the desired aid and again the expedition had to be abondoned for the time. Later Colonel Brodhead, commanding at Fort Pitt, was instructed to furnish Clark with certain men and supplies and promised to do so, but Brodhead wanted to lead an expedition against Detroit himself and failed to keep his promise. This resulted in a jealousy between Clark and Brodhead and the year 1779 passed without anything being done. General Washington wanted Clark and Brodhead to coöperate, but on February 10, 1780, Thomas Jefferson, who had succeeded Patrick Henry as governor of Virginia,

wrote to Washington: "It may be necessary, perhaps, to inform you that these officers cannot act together, which excludes the hopes of insuring success by a joint expedition."

Clark continued his preparations, however, but in June, 1780, Kentucky was invaded by Col. William Byrd, which caused a suspension of operations against Detroit. Early in October, 1780, a Colonel La Balm, who had come to America with Lafayette, started from Cahokia with 103 Frenchmen and a small body of Indians for the purpose of capturing Detroit. On the 5th of November he was defeated at the Miami village, at the head of the Maumee River, by running into an ambush, himself and about one-third of his men being killed. These events increased Colonel Clark's desire to capture Detroit and in December, 1780, he went to Richmond to urge the Virginia Legislature to furnish the means of equipping an expedition. Governor Jefferson gave him all the encouragement possible, but before preparations were completed Benedict Arnold invaded Virginia. Clark was promoted to brigadier-general and accepted a command under Baron Steuben to repel the invader. After Arnold was driven out of Virginia Clark began the work of recruiting a force, to rendezvous at the mouth of the Miami River, but later changed the place of rendezvous to the Falls of the Ohio, where all volunteers were directed to report by March 15, 1781. Washington ordered Colonel Brodhead to furnish Clark with certain troops and supplies from Fort Pitt. This order was not carried out for the reason that before Clark was ready to move Lord Cornwallis was threatening Virginia and Congress was without funds to carry on a campaign against the western posts. Clark returned to the Falls of the Ohio, disbanded his militia and gave up the idea of an expedition against Detroit.

Cornwallis surrendered at Yorktown, Virginia, October 19, 1781, but the news did not reach Detroit until the following April. The winter had been one of great severity, the English Government had not been able to satisfy all the demands of the Indians, the colonists were more importunate in their demands for independence, and the news of the crushing British defeat at Yorktown all combined to discourage the English army. The prospects of ultimate American success were brighter in the spring of 1782 than at any time since the beginning of the war, and the few minor victories won by the British arms during the summer of that year failed to improve the hopes of the army officers.

CRAWFORD'S EXPEDITION

Late in May, 1782, an expedition under Col. William Crawford was sent into the Indian country. Like all the American officers, Colonel Crawford understood the importance of Detroit and directed his march toward that post. On June 8th, near the present City of Sandusky, he encountered a detachment of Butler's Rangers and some two hundred Indians, about three hundred men in all, commanded by Capt. William Caldwell. A sharp fight ensued, in which Crawford came off victor, but early the next morning Caldwell received reinforcements and the battle was renewed. Crawford and a few of his men became separated from the main body and were captured. On June 11, 1782, the gallant Kentuckian was burned at the stake.

Peck, in his "Life of Daniel Boone," says that just as the fagots were being

fired, Crawford recognized Simon Girty, whom he had previously known in Kentucky, among the British troops. He begged the renegade to shoot him and thus end his agony, but Girty, with a sneer remarked: "Colonel, don't you see I have no gun," and without another word turned away allowing the savages to proceed with the torture. This unhappy affair occurred within about fifty miles of the present City of Toledo.

END OF THE WAR

On November 30, 1782, a preliminary treaty of peace between Great Britain and the United States was concluded at Versailles, France. In this treaty the political independence of the American colonies was recognized by the mother country. Some Ohio historians have not given Colonel Clark's conquest of the British posts the prominence it deserves. Through his activity the British plan of attacking the colonies from the rear was thwarted and by the final treaty of peace, which was concluded on September 3, 1783, the western boundary of the United States was fixed at the Mississippi River. The American commissioners that negotiated the treaty claimed the country between the Ohio and Mississippi Rivers "by right of conquest," and the claim was finally allowed. Had it not been for the successful campaign of Colonel Clark, it is quite probable that the western boundary would have been fixed at the Ohio River and the territory northwest of that stream would have remained a British possession.

The eight years' war was at an end and the people of the colonies had gained the right to establish a government "deriving its just power from the consent of the governed." As the citizen of Toledo today enjoys the comforts of his modern home, or whirls along over smooth paved streets in his automobile, does he pause to consider at what cost all these advantages of a republican form of government were obtained? Can he picture to himself the sufferings and fortitude of George Rogers Clark and his little band of patriots on their march through the marshes of Illinois in that February of 1779? What hardships these brave men endured, what sacrifices they made, that their posterity might have the blessings of political liberty.

CHAPTER VII

THE NORTHWEST TERRITORY

COLONIAL CLAIMS TO WESTERN TERRITORY — PLANS PROPOSED — THE JEFFERSON ORDINANCE—TEN STATES PROPOSED—THE OHIO COMPANY—ORDINANCE OF 1787 —FIRST TERRITORIAL OFFICERS—WAYNE COUNTY—THE TERRITORY DIVIDED— OHIO ADMITTED AS A STATE.

Before and during the Revolutionary war, several of the colonies (now called states) claimed lands northwest of the Ohio River. In October, 1780, Congress passed an act relating to the disposition of such lands "for the common benefit of the United States," on condition that the states would relinquish their claims. In this act Congress pledged the Federal Government to carry out the following provisions: 1. That the lands so relinquished should be settled and formed into distinct states, with a suitable extent of territory. 2. That such states should become members of the Federal Union, with the same rights of sovereignty, freedom and independence as the original states. 3. That the expenses incurred by any state in subduing British posts, or in the acquisition and defence of the territory, should be reimbursed. 4. That the said lands should be granted and settled agreeably to such regulations as Congress might prescribe.

PLANS PROPOSED

Pursuant to this act, New York relinquished her claim, based upon the Iroquois cession, on March 1, 1781. Virginia, after some delay in arranging certain details, ceded her claim on March 1, 1784, reserving 150,000 acres at the Falls of the Ohio for Gen. George Rogers Clark and his soldiers, "as a compensation for their services in conquering the Northwest." This tract, known for years as the "Virginia Military District," now forms part of Clark County, Indiana. The claims of Massachusetts were relinquished on April 19, 1785, and those of Connecticut on September 14, 1786, except a tract bounded on the north by Lake Erie, east by Pennsylvania, south by the parallel of 41° north latitude, and west by a north and south line 120 miles from the western boundary of Pennsylvania." The district within these boundaries constituted the "Western Reserve." It was ceded to the United States on May 30, 1800, and now forms part of the State of Ohio.

Speculators and others did not wait for the states to yield their claims before several plans were submitted to Congress for disposing of the lands. On April 7, 1783, Timothy Pickering presented what he called "a rough draft for a new state westward of the River Ohio." In this "rough draft" ample provision was made for land grants to soldiers of the Revolution, the quantity of land varying from 100 acres for privates and noncommissioned officers to 1,100 acres for a major-general. Pickering's proposition was known as the "Army Plan."

On June 5, 1783, Theodoric Bland introduced what later became known as the "Financiers' Plan." It provided that a certain tract should be set apart for the benefit of Revolutionary soldiers; that one-tenth of the land should be reserved by the United States, the rents and profits thereof to be used for the erection of forts, the establishment of seminaries of learning, etc., and the remainder sold to actual settlers.

Eleven days later (June 16, 1783), Gen. Rufus Putnam came forward with a third plan, which embodied the main principles of the Pickering and Bland plans, but conferred greater privileges upon the actual settler, the object being to encourage immigration.

THE JEFFERSON ORDINANCE

While these several plans were before Congress for consideration, that body appointed a committee to prepare an ordinance for the division and government of the territory, provided the states relinquished their claims. Thomas Jefferson, the chairman of this committee, made a report on March 1, 1784, the very day Virginia surrendered her claim. The report was in the form of an ordinance, which embraced all the territory east of the Mississippi River between the thirty-first and forty-seventh parallels of north latitude and provided for the erection of ten states north of the Ohio River. Just where or how Jefferson's committee found some of the names for the proposed states is not certain. The states and their locations were as follows:

1. Assenisipia, which embraced the southern part of Wisconsin and the northern part of Illinois, extending from Lake Michigan to the Mississippi River. 2. Cherronesus, which included the lower peninsula of Michigan. 3. Illinoia which lay directly south of Assenisipia, between the parallels of 39° and 41° north latitude, extending to the Mississippi. 4. Metropotamia, which occupied the region south of Cherronesus, extending from Illinoia to Lake Erie, embracing Northern Indiana and Northwest Ohio. 5. Michigania, which was situated immediately north of Assenisipia and included Central Wisconsin. 6. Pelisipia, which embraced Southern Indiana and Southwest Ohio. 7. Polypotamia, which lay south of Illinoia, including Central Indiana and a little of Western Ohio. 8. Saratoga, a long narrow state, which lay next to Pennsylvania and extended from the Ohio River to Lake Erie. 9. Sylvania, which embraced the upper peninsula of Michigan, Northern Wisconsin and that part of Minnesota east of the Mississippi River. 10. Washington, which occupied North Central Ohio, between Metropotamia and Saratoga.

The ordinance was passed on April 23, 1784, and remained in force for over three years. During that period there were not enough white settlers in the territory to warrant the establishment of civil government and Jefferson's ambitious dream was not realized. If the provisions of the ordinance had been carried out and remained permanent, Toledo would now be in the State of Metropotamia instead of Ohio.

THE OHIO COMPANY

On May 20, 1785, Congress appointed Gen. George Rogers Clark, Arthur Lee and Gen. Richard Butler commissioners to make treaties with the Indians and

report a plan for keeping out "squatters" until the Government could carry out the system of "survey before sale or entry." By the same ordinance, Congress provided "for surveying and disposing of the public lands west of the River Ohio." Gen. Rufus Putnam was appointed to take charge of the survey and "lay off seven ranges immediately west of Pennsylvania." He was engaged elsewhere and Gen. Benjamin Tupper was appointed in his place. Indians prevented the surveyors from completing their work and Tupper returned to Massachusetts. In the fall he met General Putnam, to whom he gave a glowing account of the country.

On January 25, 1786, Tupper and Putnam issued a "Publick notice to all officers and soldiers who served in the late war, entitled by ordinance of Congress to receive certain tracts of land in the Ohio country, and all other good citizens who wish to become adventurers in that delightful region," to meet in their respective towns and choose delegates to meet at the Bunch of Grapes Tavern, in Boston, March 1, 1785. When the delegates met, General Putnam was called upon to preside and Maj. Winthrop Sargent was elected secretary. A resolution to organize the "Ohio Company of Associates" was adopted, after which a committee of five was appointed to prepare articles of association. On the third this committee, through Rev. Manasseh Cutler, reported a plan for a company with a capital stock of $1,000,000, divided into shares of $1,000 each, no one to be permitted to hold more than five shares. Gen. Rufus Putnam, Gen. Samuel H. Parsons and Rev. Manasseh Cutler were elected directors, with instructions to select and procure a tract of land for settlement. They selected lands on both sides of the Muskingum River, immediately west of the seven ranges ordered to be surveyed by the ordinance of May 20, 1785. By an agreement with Congress, the company was to purchase between the seventh and seventeenth ranges, back from the Ohio River far enough to include 1,500,000 acres, "besides the donation of two sections in each township for the support of schools and the ministry, and two townships for a university, and three sections in each township retained under control of Congress."

The contract was formally signed on October 27, 1787. The company paid down $500,000 in final settlement certificates and was authorized to take possession of 750,000 acres in the eastern part of the grant, the United States withholding the deed until such time as the surveys should be completed and the full purchase price paid. In the spring of 1788 the first company of settlers came down the Ohio in a boat called the "Mayflower." They landed at the mouth of the Muskingum, where on April 7, 1788, they began the settlement of Marietta, the first authorized by the United States Government northwest of the Ohio River.

ORDINANCE OF 1787

On July 13, 1787, three months before the contract with the Ohio Company was concluded, Congress passed the "Ordinance for the Government of the Territory of the United States Northwest of the River Ohio." It consisted of two parts, viz: First, provisions for the government of the territory as a district exclusively under the control of Congress and later by a Legislature subject to Congressional supervision; second, the six articles of general and fundamental law, "to be considered as articles of compact between the original States and the people and States in the said territory, and forever remain unalterable, except by common consent." King, in his "History of Ohio," says: "The ordinance was a masterpiece of states-

manship in reconciling and vindicating every principle for which the Thirteen Colonies appealed to arms, and it remains today the model upon which the territorial governments of the United States are constructed."

The territory affected by the ordinance comprised the present states of Ohio, Indiana, Illinois, Michigan and Wisconsin, and that part of Minnesota east of the Mississippi River and a line drawn due north from the source of that river to the international boundary. Article V of the ordinance was as follows:

"There shall be formed in the said territory not less than three nor more than five states. The western state in the said territory shall be bounded by the Mississippi, the Ohio and the Wabash rivers; a direct line from the Wabash and Post Vincents (Vincennes), due north to the territorial line between the United States and Canada; and by the said territorial line to the Lake of the Woods and the Mississippi. The middle state shall be bounded by the said direct line; the Wabash from Post Vincents to the Ohio River; by the Ohio; and by a direct line drawn due north from the mouth of the Great Miami River to the said territorial line, and by the said territorial line. The eastern state shall be bounded by the last-mentioned direct line, the Ohio River, the west line of Pennsylvania, and by the said territorial line. Provided, however, and it is further understood and declared, that the boundaries of these three states shall be subject so far to be altered, that, if Congress shall hereafter find it expedient, they shall have authority to form one or two states in that part of the said territory which lies north of an east and west line drawn through the southerly bend or extreme of Lake Michigan."

The territorial officials provided for by the ordinance were: A governor, to be appointed for three years; a secretary, to be appointed for four years, and three judges, all of whom were required to reside in the territory. On October 16, 1787, Congress appointed Gen. Arthur St. Clair, of Pennsylvania, governor; Winthrop Sargent, of Massachusetts, secretary; Samuel H. Parsons, of Connecticut; James M. Varnum, of Rhode Island, and John Armstrong, of Pennsylvania, judges. Mr. Armstrong soon resigned and the vacancy was filled by the appointment of John Cleves Symmes, of New Jersey. The government of the Northwest Territory was now fully established.

WAYNE COUNTY

One of the powers conferred upon the governor, or upon the secretary, in the absence or disability of the governor, was that of dividing the territory into counties and townships. Pursuant to this authority, Winthrop Sargent, as acting governor, issued his proclamation on August 15, 1796, about a year after the Treaty of Greenville, establishing Wayne County, with the following boundaries:

"Beginning at the mouth of the Cuyahoga River, upon Lake Erie, and with the said river to the portage between it and the Tuscarawas branch of the Muskingum; thence down the said branch to the forks, at the carrying place above Fort Lawrence (Laurens); thence by a west line to the eastern boundary of Hamilton County (which is a due north line from the lower Shawnese town upon the Sciota River); thence by a line west northerly to the southern part of the portage between the Miami of the Ohio and the St. Mary's River; thence by a line west northerly to the southwestern part of the portage between the Wabash and the Miami of Lake Erie, where Fort Wayne now stands; thence by a line west northerly to the most southern part of Lake Michigan; thence along the western shores of the same to

the northwest part thereof (including the lands lying upon the streams emptying into said lake); thence by a due north line to the territorial boundary in Lake Superior, and with said boundary through Lakes Huron, St. Clair and Erie to the mouth of the Cuyahoga River, the place of beginning."

The county was named for Gen. Anthony Wayne. As at first created it included that part of the present State of Ohio west of the Cuyahoga River and north of a line beginning at a point near the present City of Akron and running to Fort Wayne; a strip across the northern part of Indiana; all that part of Wisconsin drained into Lake Michigan; the entire lower peninsula of Michigan, and the greater part of the upper peninsula. What is now Lucas County, Ohio, was thus included in the County of Wayne.

THE TERRITORY DIVIDED

By the act of May 7, 1800, the Territory of Indiana was brought into existence. It embraced all that portion of the Northwest Territory west of a line beginning at the mouth of the Great Miami River and running due north, in accordance with the provisions of Article V of the Ordinance of 1787. Wayne County was by this act reduced to the eastern half of the lower peninsula of Michigan, the eastern tip of the upper peninsula, and that part within the present State of Ohio. A further reduction in the area of Wayne County was made on July 10, 1800, when Trumbull County was erected out of that part of Wayne east of a north and south line about five miles west of the present City of Sandusky.

When Indiana Territory was erected in 1800, all that part of the Northwest Territory east of it was designated as the Territory of Ohio. On April 30, 1802, President Jefferson approved an act of Congress to enable the people of Ohio Territory to adopt a constitution and form a state government. The constitutional convention met at Chillicothe on November 1, 1802, finished its labors on the 20th of the same month, and on February 19, 1803, Ohio was admitted into the Union—the first state to be formed and admitted from the Northwest Territory.

The constitutional convention, in harmony with the provisions of the enabling act, fixed the northern boundary of the state at and upon "an east and west line drawn through the southern extremity of Lake Michigan, running east until it shall intersect Lake Erie on the territorial (international boundary) line, and thence on the same through to the Pennsylvania line." This left the greater portion of Wayne County out of the new state and it was attached to the Territory of Indiana until 1805, when Michigan Territory was created. Under the Ordinance of 1787, all the territory east of the line drawn due north from the mouth of the Great Miami River should have been included in the State of Ohio, until the district north of the line running east from the southern extremity of Lake Michigan contained 60,000 inhabitants.

Judge Jacob Burnet, in his "Notes on the Northwest Territory," says the reasons for the exclusion of the Michigan Peninsula, by Congress, were mainly political. It was known that many of the inhabitants of Detroit and its immediate surroundings were opposed to a state government, and they were also politically opposed to the Jefferson administration. Congress feared that the proposition to form a state might be defeated if this section was included, or, if a state government was formed, Ohio might come into the Union as a Federalist state. (For history of the controversy over the Ohio-Michigan boundary, see Chapter X.)

CHAPTER VIII

INDIAN WARS—1783-1811

CONDITIONS FOLLOWING THE REVOLUTION—BRITISH INFLUENCE—GENERAL HARMAR'S CAMPAIGN—GENERAL ST. CLAIR'S DEFEAT—GEN. ANTHONY WAYNE—COUNCIL AT MAUMEE RAPIDS—WAYNE BEGINS HIS MARCH—EVENTS OF 1794—FORT MIAMI—ATTACK ON FORT RECOVERY—WAYNE GETS INTO ACTION—BATTLE OF FALLEN TIMBERS — A LIVELY CORRESPONDENCE — TURKEYFOOT ROCK — THE FORT AT TOLEDO—PEACE AT LAST—CAPT. WILLIAM WELLS—TECUMSEH'S CONSPIRACY—BATTLE OF TIPPECANOE.

Although the Revolutionary war was technically ended by the treaty of September 3, 1783, the British for several years retained possession of much of the country between the Ohio and Mississippi rivers—territory conceded to be the lawful domain of the United States. In the negotiation of the treaty the English commissioners at first demanded the complete independence of the Indian tribes west of the Ohio River, with the privilege of selling their lands to whom they pleased, but the United States commissioners—Benjamin Franklin, John Jay and John Adams—would not consent to such a proposition.

Between the close of the Revolution and the beginning of the War of 1812, there occurred in the Ohio country many stirring events, which played an important part in shaping the history of the Maumee Valley. One of the first aims of the United States was to establish friendly relations with the natives. To this end Maj. Ephraim Douglass was sent to Detroit in the spring of 1783, with instructions to hold councils with the Indians and, if possible, gain their good will and confidence. The British commander at Detroit received Douglass politely, but would not allow him to talk to the Indians. The same thing occurred at Sandusky.

BRITISH INFLUENCE

Not only did the English retain possession of the military posts, but they also endeavored to keep the Indians on the war path against the infant settlements in the Ohio country. Major Douglass wrote to Governor Dickinson, of Pennsylvania, in February, 1784:

"Early in the fall Sir John Johnson assembled the different western tribes at Sandusky, and, having prepared them with presents distributed in lavish profusion, addressed them in a speech to this purport: That the King, his and their common father, had made peace with the Americans and had given them the country he possessed on this continent; but that the report of his having given them any of the Indian lands was false and fabricated by the Americans for the purpose of provoking the Indians against their father—they should therefore shut their ears

against such reports. The great River Ohio was to be the line between the Indians in this quarter and the Americans, over which line the latter should not be allowed to pass and return in safety. However, as the war between Britain and America was now at an end, and as the Indians had engaged in it from their attachment to the crown and not from any quarrel of their own, he would, as was usual at the end of a war, take the tomahawk out of their hand; though he would not remove it out of sight or far from them, but lay it down carefully at their side, that they might have it convenient to use in defense of their rights and property, if they were invaded or molested by the Americans."

During the year 1784 there were frequent depredations committed by Indians in the neighborhood of Pittsburgh and upon the settlements along the Ohio River. Evidence was not wanting that some of these raids were planned in Detroit and that arms and ammunition were furnished the Indians by the commandant of that post. For a time the United States made no effort to check the Indian raids, because negotiations were under way, which it was hoped would result in the British giving up the western posts. Baron Steuben and Lieut.-Col. William Hull, afterward governor of Michigan Territory, were sent at different times to Gen. Frederick Haldimand, governor of Canada, but Haldimand sternly refused to order the removal of the garrisons.

By the ordinance of May 20, 1785, Congress appointed Gen. George Rogers Clark, Gen. Richard Butler and Arthur Lee commissioners to make treaties of peace with the Indians, and authorized Col. Josiah Harmar to collect a strong force of militia at Fort Pitt and call a council of the Indian chiefs. Mathew Elliott, Simon Girty and Alexander McKee, British agents, were sent among the Indians to influence them not to attend the council, telling them if a treaty of peace was concluded their country would soon be overrun by white men. They succeeded in holding back the Cherokee, Miami, Shawnee and a few minor tribes, but a peace was made with the Chippewa, Delaware, Ottawa and Wyandot Indians.

In September, 1785, the Cherokee and Shawnee Indians, incited by English agents, made a raid through the Scioto, Hocking, Muskingum and Tuscarawas valleys, where a few scattering white settlements had been started. About this time Fort Harmar was built at the mouth of the Muskingum River. This was the first fort northwest of the Ohio River built by authority of the United States after the Revolution. A little later Fort Finney was built at the mouth of the Great Miami, about twenty miles below Cincinnati, where a council with several of the tribes was held in November, although Simon Girty and Capt. William Caldwell did all they could to keep the Indians from attending. On February 1, 1786, a treaty was concluded with the Shawnee chiefs, who were given all the region between the Great Miami and Wabash rivers, south of the lands claimed by the Miami and Wyandot nations, on promise that they would keep the peace and not molest the American settlements. Two months later, at the instigation of Elliott, Girty and McKee, the Shawnee were on the warpath in the Scioto and Hocking valleys. For their services, McKee, Girty, Elliott and Caldwell received grants of land near Amherstburg at the mouth of the Detroit River.

In June, 1786, Sir John Johnson held a council with forty or fifty of the leading chiefs at Niagara. He warned them that their people would be exterminated unless they united to drive out the Americans. Among the chiefs at this council was Joseph Brant, the Mohawk who had been educated by Sir William Johnson. After-

ward he went among the different tribes, exhibiting his commission as a captain in the British army and telling the Indians that the English were their best friends. About the middle of December, 1786, another council was held at Sandwich, opposite Detroit. Most of the Ohio tribes were represented and the British agents presented them with a memorial to Congress, pledging themselves to keep the peace if the whites would stay out of the Ohio country. The next year the Northwest Territory was organized by Congress and inducements were offered to settlers to locate therein.

GENERAL HARMAR'S CAMPAIGN

Between the years 1783 and 1788 more than one thousand white persons were killed by the Indians, many of the scalps having been taken to Detroit to show to the "English father." All efforts to make treaties with the Indians having failed, President Washington decided to adopt more vigorous measures for putting a stop to the raids on the settlements. Early in the summer of 1789, Col. Josiah Harmar, Indian agent for the Northwest Territory, was ordered to collect a force and march into the Indian country. Gen. Henry Knox, secretary of war, for some inexplicable reason, sent word to the commandant at Detroit that the expedition was against the Indians only. This action on the part of the secretary was undoubtedly the principal cause of the failure of Harmar's expedition, as it gave the commandant an opportunity to supply the Indians with arms and ammunition.

Colonel Harmar organized his army at Fort Washington (now Cincinnati), where in September, 1790, he had a force of some fifteen hundred men. Just before starting on his march he was brevetted brigadier-general. On the 23d of October he reached the head of the Maumee River, where Fort Wayne, Indiana, now stands, where his scouts brought word that a large body of Indians was only a short distance in advance. Major Wyllys was ordered to take 400 men and attack the Indian camp, while Major Hall, with a similar force, was ordered to gain the rear of the enemy. Hall started to cross the Maumee at a ford, but before all his men were over the Indians in sight fled. Those who had already crossed the river pursued without orders, leaving sixty regulars to the tender mercy of the savages under Little Turtle. The pursuers followed up the St. Joseph River and soon came upon a formidable body of Indians. They then began a retreat and fortunately for them the Indians did not follow.

Meantime a sharp engagement occurred at the ford, where the regulars suffered severe losses. As soon as Harmar could extricate his men, he ordered a retreat to Fort Washington. He was severely criticized for his management of the campaign and in January, 1791, he resigned his commission. Harmar's defeat was the cause of great rejoicing among the Indians. Many of those who had taken part in the fight at the ford marched to Detroit to celebrate their victory. According to one account, they carried long poles strung with the scalps of the American soldiers killed in the engagement.

GENERAL ST. CLAIR'S DEFEAT

Early in the year 1791 President Washington sent for Gen. Arthur St. Clair, governor of the Northwest Territory, to confer with him concerning another in-

vasion of the Indian country. The result of the conference was that on March 4, 1791, St. Clair was commissioned commander-in-chief of the Army of the Northwest, promised 2,500 men, most of them Revolutionary veterans, and instructed to build a line of forts from the mouth of the Great Miami to the mouth of the Maumee.

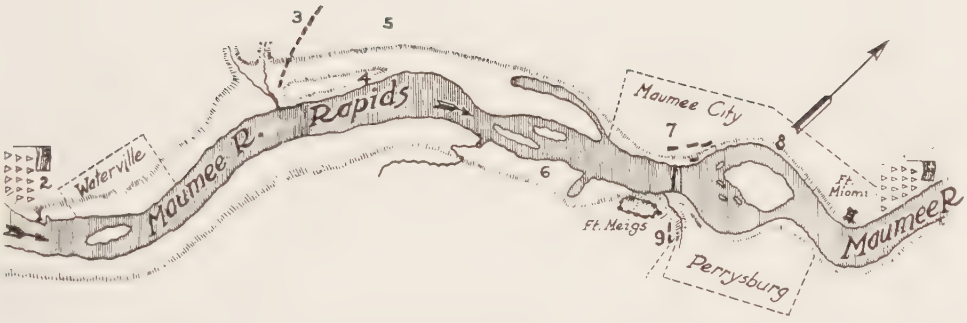
In May, 1791, while St. Clair was making preparations for his campaign, Gen. Charles Scott, of Kentucky, led 800 men up the Wabash Valley almost to where the City of Lafayette, Indiana, now stands and destroyed several Indian villages. About three months later Gen. James Wilkinson, with 500 men made a raid in the same territory and destroyed the Kickapoo villages. Many of the Indians driven out by Scott and Wilkinson sought a refuge at Detroit, where they were encouraged by the commandant to make a more desperate effort to hold the country. Most of these Indians then joined the chief Little Turtle, at the head of the Maumee River.

General St. Clair left Fort Washington with 2,000 men in September, 1791. Twenty miles up the Great Miami he built Fort Hamilton (now Hamilton) and forty-two miles farther north he built Fort Jefferson. Leaving Fort Jefferson late in October, he established a camp on a small tributary of the Wabash River, in what is now Darke County, Ohio, where he prepared to go into winter quarters. About daylight on November 4, 1791, while the men were preparing their breakfast and there was little discipline in the camp, the war-whoop resounded through the surrounding forest. During the night Little Turtle, the head chief of the Miami, had surrounded the camp with a large force of Indians and as soon as it was light enough to see, the attack commenced from all sides. Several of the American officers were killed or wounded by the first volley and the entire camp was thrown into confusion. Colonels Butler and Darke and Major Clark tried to rally the men, but they were too badly panic stricken. Out of the 1,400 men in the camp, 595 were reported killed or missing, while 38 officers and 242 men were wounded.

The survivors, in a retreat in which it was "every man for himself," succeeded in reaching Fort Jefferson, General St. Clair making his escape on a pack-horse without a saddle. Alexander McKee, Mathew Elliott and Simon Girty were among the Indians, though the fact was not known until nearly four years later. The disastrous defeat of General St. Clair cast a gloom over the country. He was vindicated by Congress, but resigned on March 5, 1792.

GEN. ANTHONY WAYNE

In April, 1792, President Washington called Gen. Anthony Wayne to the command of the army and Congress authorized him to collect a force large enough to insure the effectual chastisement of the Indians. General Wayne was born at Waynesboro, Pennsylvania, January 1, 1745. While a boy at school he developed a taste for military matters, designing forts, drilling his classmates, etc., until his teachers pronounced him incorrigible. He acquired sufficient education, however, to enable him to become a surveyor, though his interest in military affairs was never abated. At the beginning of the Revolutionary war in 1775 he already had a regiment organized, of which he was made colonel. In the spring of 1777 he was promoted to brigadier-general. On July 15, 1779, when Washington asked him if he could storm the British position at Stony Point, Wayne saluted and replied:



CORRECTED MAP OF THE ENGAGEMENTS ALONG THE MAUMEE RIVER, 1794-1813

(1) Site of Roche de Boeuf, sometimes called Roche de Bout; (2) Wayne's camp, August 19, 1794; (3) Wayne's battle line, Battle of Fallen Timbers, August 20, 1794; (4) Turkey Foot Rock; The east approach to Presque Isle Hill; (5) The Fallen Timbers; (6) Site of the engagement between Gen. Green Clay's Kentucky troops and the Indians, May 5, 1813; (7) British batteries spiked by Colonel Dudley's Kentucky troops May 5, 1813; (8) Scene of the Dudley massacre, May 5, 1813; (9) British batteries at the siege of Fort Meigs.

"General, I'll storm hell if you will plan the attack." He did storm Stony Point and although wounded insisted upon being carried in at the head of his command. This and similar exploits gave him the sobriquet of "Mad Anthony." Such was the character of the man Washington selected to lead the third expedition into the Indian country.

COUNCIL AT MAUMEE RAPIDS

General Knox, secretary of war, who still clung to the idea that treaties of peace might be made, was fearful that Wayne would meet the same fate as Harmar and St. Clair. Washington had little faith in Knox's theory, but consented to make one more effort. On March 1, 1793, he appointed Benjamin Lincoln, Timothy Pickering and Beverly Randolph commissioners to meet the chiefs of the hostile tribes at Sandusky. Late in May they went to the headquarters of Lieutenant-Governor Simcoe at Niagara and acquainted him with their object, at the same time informing him that they were authorized to offer the Indians $50,000 and an annuity of $10,000 for the Ohio lands.

Alexander McKee and Mathew Elliott were requested to inform the Indians that the commissioners would meet them at Sandusky in the latter part of June. Instead of doing this they called a council of the tribes at the Maumee Rapids and a delegation was sent to the commissioners with the statement that, unless the boundary between the white settlements and the Indian country was fixed at the Ohio River, it would be useless to hold a council. The commissioners then went to Elliott's house, at the mouth of the Detroit River, where on August 16, 1793, they received a long communication from the Indians assembled at the Rapids. That this communication was formulated and penned by a white man (probably McKee or Elliott) is clearly seen in the following extracts:

"Money to us is of no value and to most of us is unknown. And, as no consideration whatever can induce us to sell the lands on which we get sustenance for our women and children, we hope we may be allowed to point out a mode by which your settlers may be easily removed and peace thereby obtained. We know that these settlers are poor, or they would never have ventured to live in a country which has been in continual trouble ever since they crossed the Ohio. Therefore, divide this large sum of money which you have offered us among these people. Give to each, also, a portion of what you say you would give to us annually, and we are persuaded they would most readily accept it in lieu of the land you sold them. If you add, also, the great sum you must expend in raising and paying armies, with a view to force us to yield to you our country, you will certainly have more than enough for the purpose of repaying these settlers for their improvements.

"You have talked to us about concessions. It appears strange that you should expect any from us, who have only been defending our rights against your invasions. We want peace. Restore to us our country and we shall be enemies no longer. . . . You have talked, also, a great deal about your exclusive right to purchase Indian lands, as ceded to you by the King at the treaty of peace. We never made any agreement with this King, nor with any other nation, that we would give to either the exclusive right to purchase our lands. We declare to you that we consider ourselves free to make any bargain or cession of lands whenever and to whomsoever we please. If the white people, as you say, made a treaty

that none of them but the King should purchase of us, and that he has given that right to the United States, it is an affair that concerns you and him, not us. We have never parted with such power.

"Look back and review the lands from which we have been driven to this spot. We can retreat no further, because the country behind hardly affords food for its inhabitants. . . . We shall be persuaded that you mean to do us justice when you agree that the Ohio shall remain the boundary line between us. If you will not consent to this, our meeting would be altogether unnecessary."

This manifesto was signed by the leading chiefs of the Chippewa, Delaware, Miami, Ottawa, Potawatomi, Shawnee, and a few of the lesser tribes. It put an end to the negotiations and on the 17th the commissioners left Elliott's. On the 23d they arrived at Fort Erie, where they sent a messenger to Wayne advising him of their failure.

WAYNE BEGINS HIS MARCH

Wayne had commenced mobilizing his army at Fort Washington in May, 1793, but was instructed to undertake no aggressive movement until after the Sandusky council. The summer was spent in organizing and drilling his men. Early in September he was joined by the "Kentucky Rangers" and soon afterward began his march up the Miami Valley. On October 6th he reached Fort Jefferson. Twenty miles north of that post part of the army was left to build Fort Greenville, while the rest moved on to the scene of St. Clair's defeat and began Fort Recovery. By the time the two forts were completed the season was far advanced and Wayne took up his winter quarters at Fort Recovery.

Early in the spring of 1794 Secretary Knox sent a messenger to Wayne urging him to use caution. Such advice to such a commander was wholly unnecessary. Harmar was defeated because his army consisted chiefly of militia and raw recruits; St. Clair was defeated because he neglected to take proper precautions to guard against a surprise; but now a different story was to be told. Wayne's men were well drilled and equipped. Many of them were experienced Indian fighters and, what was of the greatest importance, they all had confidence in their commanding officer. Wayne was always on the alert. On account of his cunning and the swiftness of his movements, some of the chiefs gave him the name of "Black Snake." Attempts to surprise him failed and Little Turtle called him "The man who never sleeps." The Potawatomie gave him the name of the "Great Wind," because, like a hurricane, he destroyed everything in his path.

EVENTS OF 1794

While at Fort Recovery during the winter, Wayne organized a small company of scouts, which was placed under the command of Capt. Ephraim Kibby. He also organized a company of spies, led by Capt. William Wells, of whom more will be said hereafter. As soon as spring opened a detachment was sent over to the St. Mary's River to erect a small stockade, which was named Fort Adams. Wayne also built Fort Loramie, on the site of Pickawillany, the trading post destroyed by the French in 1752. Except for the building of these two forts he remained inactive until far into the summer. His delay was regarded by the British and Indians as a sign of weakness, caused by the building of

FORT MIAMI

On February 10, 1794, Lieut.-Gov. John Graves Simcoe, in addressing a delegation of Indian chiefs, said: "Children, since my return I find no appearance of a boundary line remains; and from the way in which the people of the United States push on and act and talk, I shall not be surprised if we are at war with them in the course of the present year; and if so a line must be drawn by the warriors. . . . We have acted in the most peaceable manner and borne the language and conduct with patience, but I believe our patience is almost exhausted."

In April following, Simcoe ordered Col. Richard England, commandant at Detroit, to take a sufficient force and build a fort at the Maumee Rapids. With three companies of his own regiment and a small detachment of other troops, he erected Fort Miami on the site of the old French trading post established in 1680. When it was finished it was garrisoned by 450 men, with ten pieces of artillery, under command of Maj. William Campbell. About one and a half miles above the fort was the residence of the British agent, Alexander McKee, whose duty was to distribute presents, arms, ammunition and rations to the Indians.

At the time this fort was built John Jay was in London, trying to make a treaty with England that would result in the evacuation of the western posts. When Washington learned of the building of Fort Miami he wrote to Mr. Jay as follows:

"Can that government, or will it attempt, after this official act of one of its governors, to hold out ideas of friendly intention toward the United States and suffer such conduct to pass with impunity? This may be considered as the most open and daring act of the British agents in America. . . . In vain is it, then, for the administration in Britain to disavow having given orders which will warrant such conduct, whilst their agents go unpunished."

Captains Kibby and Wells, through their scouts and spies, kept Wayne fully informed of all that was going on. He was therefore aware of the building of Fort Miami, but that was not the reason for his delay. In accepting the command of the army in April, 1792, he did so with the express understanding that he should not be required, as in the cases of Harmar and St. Clair, to advance into the Indian country "until the army shall be properly constituted and drilled, and adequate supplies provided."

ATTACK ON FORT RECOVERY

Toward the end of June the Indians, believing that Wayne was afraid to advance, determined to strike a blow. On the last day of that month a party of Indians, and British disguised as Indians, made an attack on a company of dragoons escorting a pack train to Fort Recovery. They were repulsed with considerable loss and later in the day a large body of Indians and Detroit militia, commanded by Little Turtle, made an assault on Fort Recovery. The attack was made simultaneously from all sides, but the garrison of 150 men, under Maj. William McMahon, stood by their guns and the savages were checked. Again and again they tried to take the fort, but each time they were met by a withering fire and they finally withdrew, leaving a large number of dead and wounded upon the field. McMahon's loss was 22 killed and 30 wounded.

Alexander McKee wrote an account of this affair in a letter to Colonel England, under date of July 5, 1794. In this letter (intended for British consumption only) the writer stated that the pack train was captured and the 300 horses were killed;

that a relief party sent out from the fort was defeated with a loss of about fifty, and that the Indians lost "sixteen or seventeen" through an imprudent attack on the fort. Rather a cheerful report in view of the fact that the Indians immediately after the attempt went to Wayne with overtures of peace. Wayne told them to surrender all their prisoners, after which he would talk to them. They were taking steps to do this, when a fresh supply of rum and British presents braced up their courage.

WAYNE GETS INTO ACTION

Late in the fall of 1793 Gen. Charles Scott and his Kentuckians returned home for the winter. On July 26, 1794, he joined Wayne with 1,600 Kentucky Rangers, described as "as tough a lot as ever drew a bead on a redskin." This reinforcement, for which Wayne had been waiting, increased the army to over three thousand men. On the 28th the advance into the Indian country began. The confluence of the Auglaize and Maumee rivers was reached on August 8, 1794. Here Wayne built a strong stockade, with four blockhouses, to which he gave the name of Fort Defiance. This was in the heart of the Indian country. Wayne wrote to Washington: "The margin of the beautiful Miami of the Lake appeared like one continued village for many miles."

The villages were all deserted, however, the inhabitants having fled down the river to the shelter of Fort Miami. At Fort Defiance Wayne received the reports of his scouts as to the strength of the Indians and the probable aid rendered them by the British. On August 13th he sent Christopher Miller as a special messenger, bearing an address to the Indian chiefs, in which he said:

"Brothers: Be no longer deceived or led astray by the false promises and language of the bad men at the foot of the Rapids. They have neither power nor inclination to protect you. No longer shut your eyes to your true interests and happiness; nor your ears to this overture of peace. But, in pity to your innocent women and children, come and prevent further effusion of blood. Let them experience the kindness and friendship of the United States and the invaluable blessings of peace and tranquillity."

Without waiting for the return of the messenger, Wayne moved down the Maumee. On the 16th he met Miller with the reply of the Indians, to the effect that if he would wait at the Grand Glaize (Fort Defiance) for ten days, they would then advise him of their decision. Mad Anthony was "too old a bird to be caught with chaff." He understood that the enemy would be likely to gain reinforcements during the delay of ten days and continued his march down the river. At Roche de Boeuf, within the present limits of Lucas County, he built Fort Deposit as a depot for his supplies. It was completed on the 18th of August.

In the meantime the chiefs held a council to consider Wayne's overtures of peace. A few of them were in favor of accepting the proffered terms. Among these was Little Turtle, who addressed the council as follows: "We have beaten the enemy twice under different commanders. We cannot expect the same good fortune always to attend us. The Americans are now led by a chief who never sleeps. The night and the day are alike to him. During all the time he has been marching on our villages, in spite of the watchfulness of our young men, we have never been able to surprise him. Think well of this. There is something whispers to me it would be well to listen to offers of peace."

ROCHE DE BOEUF

The site of General Wayne's council of war, August 19, 1794, preliminary to the victory at Fallen Timbers the next day. This picture was taken before the erection of the concrete railway bridge which passes over the rear (left in the above) of the rock. Slocum says that the right name of the rock is Roche de Bout, which is the way General Wayne spelled it. The name here used is generally given.

It has been stated that Little Turtle was in command in the battle which followed, but this is doubtful. After being outvoted on the peace proposition, he proposed a plan of battle. His suggestion was to open the engagement with only a part of their warriors, under instructions to fall back upon the main body, which could then be brought into action in such a way as to secure every possible advantage of position, etc. This plan was rejected, a majority deciding upon hurling their entire strength upon Wayne and making short work of his army. The probabilities are that one of the Shawnee chiefs—Blue Jacket or Tecumseh—was in command.

BATTLE OF FALLEN TIMBERS

On the evening of August 19, 1794, Lieut. William Henry Harrison, a member of Wayne's staff, went through the camp and acquainted the officers with the orders for the following day, to wit: Major Price's mounted battalion was to be deployed in front as a skirmish line, under orders to keep a sharp lookout for a flag of truce, as Wayne still had a faint hope that the Indians might accept his offer of peace. Price was to be followed by a detachment of mounted riflemen, who were to fall back if fired upon, in order to draw the enemy from cover. General Scott was to move so as to gain and turn the enemy's right flank.

The morning of the 20th dawned dark and cloudy, with a drizzling rain falling. Soon after daybreak the army was in motion down the north bank of the Maumee toward Fort Miami, where the Indians were supposed to be gathered. Not a drum was sounded and the army marched as silently as possible for about five miles, when the skirmish line was driven back by a heavy volley from a foe concealed in the dense undergrowth of a wood on the border of a wet prairie. A tornado a year or two before had uprooted so many trees in the wood that the mounted troops were unable to carry out their part of the program and the plan of battle had to be altered. The enemy's left rested on the bank of the Maumee, their line extending into the fallen timber, from which the battle takes its name. Here the Indians found an ideal cover from which to conduct their operations. Wayne sent Maj. Robert Campbell to turn the left flank, while the famous Wayne Legion advanced against the center, and Scott's Kentucky Rangers was to attack on the right.

As the different commands were moving to their assigned positions, Lieutenant Harrison said to his commander: "General Wayne, I'm afraid you are going to get into this fight yourself and forget to give me the necessary field orders."

"Perhaps I may," replied Wayne, "and if I do, recollect the standing order for the day is, Let them shoot once, then advance on the double-quick, fire at short range, and before they can reload give them the bayonet."

This order was carried out to the letter and the Indians, lacking the courage to withstand the bayonet charge, fled toward Fort Miami. Then it was discovered that they had been formed in three lines, within supporting distance of each other, but when the first line broke the other two could not be rallied and the rout was complete. In his report, Wayne estimated the number of Indians, British Rangers and Canadian volunteers engaged at two thousand. Of his own army not more than nine hundred were actually engaged, the Indians breaking into their disorderly retreat before all the troops reached their positions. Wayne's loss was 33 killed and 100 wounded. That of the enemy was much greater. An American soldier who took part in the battle wrote to a friend in Kentucky: "We drove them nearly

three miles and the woods were full of dead Indians, and by the side of each one was a British musket and bayonet."

The fight lasted only about an hour and Wayne spent the rest of the 20th in destroying the Indian villages, laying waste their corn fields, etc. The house that had been occupied by Alexander McKee, the British agent, was burned. On the 21st he paraded his army in front of Fort Miami, riding up to within eighty yards of its walls. Butler, in his "History of Kentucky," says: "General Wayne had positive authority from President Washington to attack and demolish the British Fort of Miami. But on reconnoitering it closely and discovering its strength, added to his own weakness in artillery, the general, with a prudence not always accorded him, most judiciously declined an attack."

A LIVELY CORRESPONDENCE

Immediately after Wayne and his officers rode up so close to the fort on the 21st, he received the following letter from Maj. William Campbell, the British commandant:

"Miami River, August 21st, 1794.

"An army of the United States of America, said to be under your command, having taken post on the banks of the Miami for upwards of the last twenty-four hours, almost within the reach of the guns of this fort, being a post belonging to His Majesty, the King of Great Britain, occupied by His Majesty's troops, which I have the honor to command, it becomes my duty to inform myself, as speedily as possible, in what light I am to view your making such near approaches to this garrison. I have no hesitation, on my part, to say that I know of no war existing between Great Britain and America."

Campbell's messenger carried back Wayne's reply, which was as follows:

"I have received your letter of this date, requiring from me the motives which have moved the army under my command to the position they at present occupy, far within the acknowledged jurisdiction of the United States of America. Without questioning the authority or propriety, sir, of your interrogatory, I think I may, without breach of decorum, observe to you, that were you entitled to an answer, the most full and satisfactory one was announced to you from the muzzles of my small arms, yesterday morning, in the action against the horde of savages in the vicinity of your post, which terminated gloriously to the American arms; but, had it continued until the Indians, etc., were driven under the influence of the post and guns you mention, they would not have much impeded the progress of the victorious army under my command, as no such post was established at the commencement of the present war between the Indians and the United States."

It seems that Campbell was not satisfied with this reply and on the 22nd he sent Wayne the following note, more insulting in its tone:

"Although your letter of yesterday's date fully authorizes me to any act of hostility against the army of the United States in this neighborhood, under your command, yet, still anxious to prevent that dreadful decision which, perhaps, is not intended to be appealed to by either of our countries, I have forborne, for these two days past, to resent those insults you have offered to the British flag flying at this fort, by approaching it within pistol shot of my works, not only singly, but in numbers with arms in their hands. Neither is it my wish

to wage war with individuals; but should you, after this, continue to approach my post in the threatening manner you are at this moment doing, my indispensable duty to my King and country, and the honor of my profession, will oblige me to have recourse to those measures, which thousands of either nation may hereafter have cause to regret, and which I solemnly appeal to God, I have used my utmost endeavor to arrest."

Again the British messenger carried back the American commander's reply. This time Wayne's note was more positive and aggressive in its character, to wit:

"In your letter of the 21st you declare: 'I have no hesitation on my part, to say that I know of no war existing between Great Britain and America.' I, on my part, declare the same, and the only cause I have to entertain a contrary idea at present is the hostile act you are now in commission of, i. e. by recently taking post far within the well known and acknowledged limits of the United States and erecting a fortification in the heart of the settlements of the Indian tribes now at war with the United States. This, sir, appears to be an act of the highest aggression and destructive to the peace and interest of the Union. Hence it becomes my duty to desire, and I do hereby desire and demand in the name of the President of the United States, that you immediately desist from any further act of hostility or aggression, by forbearing to fortify, and by withdrawing the troops, artillery and stores under your orders and direction, forthwith, and removing to the nearest post occupied by His Britannic Majesty's troops at the peace of 1783, and which you will be permitted to do unmolested by the troops under my command."

Campbell wrote again the same day to Wayne and in his letter declared that: "I certainly will not abandon this post at the summons of any power whatever until I receive orders for that purpose from those that I have the honor to serve, or until the fortune of war should oblige me."

"The only notice taken of this letter," wrote Wayne, "was the immediate setting fire to and destroying everything within view of the fort, and even under the muzzles of the guns. Had Major Campbell carried his threats into execution, it is more than probable that he would have experienced a storm."

Wayne's conduct on this occasion was something like that of a boy "with a chip on his shoulder," hoping the other boy would muster up enough courage to knock it off. On the day he rode up to the fort he saw gunners standing with lighted matches, awaiting the order to fire, but the order was not given. Hearing that reinforcements for Fort Miami were on the way from Niagara, Wayne lingered in the vicinity for three days, hoping to bring on an engagement that would completely destroy the British influence over the Indians of the Ohio country. The report proved to be incorrect and on the 25th he began his march back to Fort Defiance. Later in the year he built Fort Wayne at the head of the Maumee, where the City of Fort Wayne, Indiana, now stands.

TURKEYFOOT ROCK

Near the bank of the Maumee River, about where the battle of Fallen Timbers commenced, may still be seen a large bowlder upon which are rude carvings resembling bird tracks. When the Indians began to waver before the advance

of Wayne's forces, the renowned Ottawa chief, Me-sa-sa (Turkeyfoot), mounted this stone to exhort his warriors to stand firm, when a well-aimed shot from the rifle of a Kentucky Ranger ended his earthly career. For years after the battle—as long as any of the Ottawa remained in the Maumee Valley—members of his tribe would visit the stone, bringing offerings of dried meat, parched corn and other Indian delicacies. Sometimes these parties would linger for days, weeping and calling the name of Me-sa-sa, and some of them carved upon the bowlder the crude images of turkey tracks, as a monument to their departed chieftain.

THE FORT AT TOLEDO

H. S. Knapp, in his "History of the Maumee Valley," says: "Before General Wayne retired from the valley, his foresight suggested to him that the erection of a military post, near the confluence of Swan Creek with the Maumee River, would secure to his government more than all the advantages which could be derived by the possession of the British Fort Miami. Under his orders, therefore, a stockade was built below the mouth of Swan Creek and placed in charge of Capt. J. Rhea, who held it until after the evacuation of all the British posts in the Northwest, which occurred in pursuance of Jay's treaty. It occupied a prominent position on the bluff, on the site near the south side of Summit, between Jefferson and Monroe streets."

This post was known by the names of Fort Industry and Fort Lawrence. In 1887 Clark Waggoner wrote to the war department to ascertain under what name it appeared upon the records and received the following reply from the adjutant-general, L. C. Drumm:

"A stockade fort was erected about the year 1800, near the mouth of Swan Creek, on the Maumee River, and, as near as can be determined, upon what is now Summit Street, in the City of Toledo, to which was given the name of Fort Industry. It was at this fort that a treaty was held with the Indians, July 4th, 1805, by which the Indian title to the Fire Lands (Huron and Erie counties) was extinguished, and at which were present Mr. Charles Jouett, United States Commissioner, and chiefs of the Ottawa, Chippewa, Pottawatomie, Shawnee, Muncie and Delaware Indian tribes.

"This office has no record of a Fort Lawrence within the limits of the State of Ohio. Fort Laurens—named in honor of the President of the Continental Congress—was built by General McIntosh in 1778, on the west bank of the Tuscarawas River, now in Tuscarawas County, and near the Town of Bolivar. This fort is by some writers spelled Lawrence, but improperly so."

Knapp intimates that the building of the fort was resisted by the Indians. He says: "That a conflict had occurred at Toledo during Wayne's visit to the Maumee appears probable, from the fact that the early settlers procured harvests of bullets and also other antiquities in the vicinity of the Trinity Church building. In the work of grading the streets, human bones and remains of garments, to which buttons were attached, were exhumed in considerable quantities; thus affording evidence that a sanguinary conflict had occurred on the plateau now in possession of the busy throng who have established a commercial empire at Toledo."

LANDING AT FORT INDUSTRY (TOLEDO) OF THE FIRST CONTINENTAL REGIMENT OF UNITED STATES INFANTRY UNDER COL. THOMAS HUNT, JUNE, 1803

This picture was drawn from conjecture by the late O. J. Hopkins, in 1873. It is very unlikely that Fort Industry was as complete and elaborate a construction as indicated. There is no proof that Colonel Hunt's regiment even stopped here for any substantial period. It proceeded from Fort Niagara to Fort Wayne by batteaux along the south shore of Lake Erie and up the Maumee River.

PEACE AT LAST

Ten days after the battle of Fallen Timbers, there were more than twelve hundred Indians at Detroit, having fled there to place themselves under British protection. An extra hospital and surgeons were provided to care for the large number of wounded. Toward the latter part of September Lieutenant-Governor Simcoe arrived and tried to bolster up their courage with the old story that the Ohio River was the boundary line between their country and that of the United States. He asked them to give him deeds of trust to their lands, which would give him an excuse for helping them in their war with the Americans, and told them he had given orders to the commandant at Fort Miami to fire on the United States troops if they again appeared.

But the leading chiefs were beginning to lose faith in British promises. They asked the lieutenant-governor why Major Campbell had not fired upon Wayne's army, when he had such a favorable opportunity. They also asked why Major Campbell had closed the gates of the fort against them and denied them the protection of the fort on the day of the battle, and they wanted to know why Captain Caldwell, Alexander McKee, Mathew Elliott and Simon Girty—men who had been profuse in their promises of assistance—watched the battle of Fallen Timbers from a safe distance, without offering a helping hand or giving a word of advice. The answers to these queries were unsatisfactory and several of the Chiefs decided to make peace with the Americans.

As a matter of fact, among the tribes who had been opposed to General Wayne, the belief prevailed that he was supernaturally endowed, that he was in communion with the Great Spirit, and was therefore invincible. As Wayne retired from the Maumee Valley, he left garrisons at Fort Defiance and Fort Wayne, retiring with the remnant of his army to Fort Greenville. The term of many of his men had expired and they returned to their homes. Had the Indians attacked him in force that winter he might have been defeated, but he succeeded in keeping them from ascertaining his weakened condition and during the winter friendly messages from the Indians increased in number. Some of the chiefs wanted to continue the war, provided the British would give them assurance of help, which was not forthcoming. The result was the council of Greenville, where on August 3, 1795, was concluded the treaty of peace described in a former chapter. This ended the war.

CAPT. WILLIAM WELLS

The following sketch of this remarkable man has been adapted from McBride's "Pioneer Biography." Nothing has been learned of his parentage or birthplace. When about twelve years of age, while living with the family of Nathaniel Pope in Kentucky, he was captured by a party of Miami Indians and was adopted into that tribe. Upon reaching manhood he married a sister of the famous chief, Little Turtle. In the campaigns against Harmar and St. Clair he fought with the Indians. "Then," says McBride, "in moments of calm reflection, with dim memories still of his childhood home, of brothers and playmates, he seems to have been tormented by the thought that some of his kindred might have been slain by his own hand. These thoughts preyed upon his mind until he decided to forsake his Indian friends and return to his own people."

One day in the fall of 1793, while General Wayne was at Fort Greenville, Wells asked Little Turtle to accompany him to a certain spot on the bank of the Maumee near the Miami village. There he made known to the chief his determination. Taking Little Turtle by the hand, he said: "I leave now your nation for my own people. We have long been friends. We are friends yet until the sun reaches there (pointing to the sky). Then if you wish to kill me, you may. If I want to kill you, I may." When the sun reached the height he had indicated, Wells crossed the Maumee and struck out for Wayne's headquarters. Upon arriving there he convinced the general of his sincerity and was made captain of spies.

Among his spies were Robert McClellan, who had been engaged in the fur trade and later was associated with John Jacob Astor; Henry and Christopher Miller, who had been captives among the Indians and understood their language and customs. In fact, Christopher Miller was still a captive when Wells joined Wayne's army. He was captured by Wells and two of his men and persuaded to join them. It was he who carried Wayne's offer of peace to the Indians just before the battle of Fallen Timbers. After the Treaty of Greenville, Captain Wells took up his residence at a place called Old Orchard, near the present City of Fort Wayne, on a little stream which still bears the name of "Spy Run." There he was joined by his wife and family and was for several years the United States Indian agent.

It seems that the Indians bore him no ill will for his desertion of them at a critical moment. After the death of his wife he married another sister of Little Turtle. His first wife bore him three daughters and a son. One of these daughters became the wife of James Wolcott, one of the early forwarding and commission merchants of Maumee, now in Lucas County. The other two daughters married Fort Wayne men. Wayne Wells, the son, was lost while crossing Lake Erie in 1823. By his second wife Captain Wells had one daughter, who became the wife of Matthew Griggs, of Peru, Indiana.

At the beginning of the War of 1812, Captain Wells was in command at Fort Wayne. Captain Heald, who had married a niece of Wells, was in command at Fort Dearborn (now Chicago). Learning that General Hull had ordered the evacuation of Fort Dearborn, Wells made a forced march to reinforce that post, knowing that it was of great protection to the country about Fort Wayne. But he was too late to save the fort. The Indians, having learned of Hull's order, gathered to the number of several hundred, hoping to share in the plunder. On the evening of August 14, 1812, it was agreed that the garrison would be permitted to leave the fort the next morning, with their small arms and personal belongings, all government property to be surrendered to the Indians. During the night the men in the fort threw all the powder and whisky into a canal that communicated with the river. The powder discolored the water and in this way the Indians learned of the trick. When the garrison marched out the next morning the massacre commenced. Wells, knowing that if captured he would be subjected to torture, did everything he could to provoke the savages to kill him. In their own tongue he called them squaws and all the opprobrious names he could think of, until finally a tomahawk ended his life. Scarcely had his body fallen to the ground when the assassin tore the heart from his body and ate it, on the theory that prevailed among the Indians that whoever ate the heart of a brave man would inherit his bravery.

TECUMSEH'S CONSPIRACY

For more than ten years after the Treaty of Greenville, the Ohio settlements enjoyed comparative peace. A few depredations were committed by roving Indian bands, but there was no general uprising. About 1807 it was noticed that there was an unrest among the tribes of Ohio and Indiana. This was due to the propaganda of the Shawnee chief, Tecumseh, and his brother, Tenkswatawa. Encouraged by the English, these two Indians undertook to organize the western tribes into one grand confederacy for the purpose of driving the Americans out of the country. The plan was for the Indians, as soon as they were organized, to surprise the forts at Chicago, Detroit, Fort Fayne, Vincennes and other points, massacre the garrisons and then raid the settlements.

Tenkswatawa (the Prophet) began his work in 1806. He told the people of his tribe that the Great Spirit had appeared to him in a vision and told him the white man must be driven back to the ocean; that the Shawnee, being the oldest of the western tribes must be the leader in the movement; that it was Manitou's will for them to renounce intoxicating liquors and everything they had received or learned from the white race; that when they did this the Great Spirit would cease to be angry with them and help them to drive out their enemies. In his addresses he worked himself into a frenzy and it was not long until many of his hearers believed all he said. He was a successful agitator and kept alive the spirit of revolt, while Tecumseh worked along more practical lines to organize the confederacy.

In the spring of 1807 Tecumseh sent emissaries to the tribes about the Great Lakes to induce them to join the conspiracy. But the tribes in that quarter had not forgotten Wayne and Fallen Timbers and were slow to respond. Thus the work went on for four years. In 1811 a comet appeared, which Tenkswatawa declared was a messenger sent by the Great Spirit to express his displeasure at the delay of his red children in driving out the Americans. The British aided and abetted the movement by distributing presents among the tribes that appeared favorable to the conspiracy and withholding their favor from others who were slow to join.

Early in September, 1811, William Henry Harrison, governor of the Indiana Territory, wrote to the secretary of war that all the Wabash tribes had visited the British agent at Malden and had returned with rifles, powder, lead, blankets, etc., in profusion; that a trader had told him the goods for the Indian department at Malden was greater by $100,000 than they had been for several years. "It is impossible," wrote the governor, "to ascribe this profusion to any other motive than that of instigating the Indians to take up the tomahawk. It cannot be to secure their trade, for all the peltries collected on the Wabash in one year, if sold in the London market, would not pay the freight of the goods which have been given to the Indians."

BATTLE OF TIPPECANOE

In response to this letter the secretary of war ordered Colonel Boyd, commanding the Fourth United States Infantry, to report with his regiment to Governor Harrison, at Vincennes. At the same time Kentucky was called upon for three

regiments of volunteer mounted riflemen, and other troops were furnished by the militia of Ohio and Indiana. As soon as Colonel Boyd and the Kentuckians arrived at Vincennes, General Harrison moved up the Wabash River to Prophets Town, the home of Tenkswatawa, where a large body of Indians was assembled. Prophets Town was on the Tippecanoe River, near the point where it empties into the Wabash, about six miles above the present City of Lafayette, Indiana.

On the evening of November 6, 1811, Harrison went into camp on the high ground near the Indian village, hoping that the presence of his army would cause the Indians to return to their villages. About four o'clock the next morning the camp was aroused by the war-whoop and the firing of the pickets. The Prophet hoped to surprise the camp, but a strong guard had been placed and the men "slept on their arms." Most of them had been in Indian fights and at the first alarm knew what was taking place. With the coolness of veterans they formed and poured a heavy fire into their assailants. As soon as it was light enough to see well, Harrison turned the defense into an attack and in a few minutes the Indians were flying in all directions. Harrison's loss in killed and wounded was 188 men. The Indian loss was much greater.

At the time of the battle, Tecumseh was absent, trying to enlist other tribes in his scheme. He hurried to Prophets Town, cursed his brother for his fanaticism and even threatened to kill him for precipitating a battle when their plans were nearly ripe for action. But the mischief had been done. Harrison's victory broke the backbone of the conspiracy, though the peace which followed Tippecanoe was of short duration. Before another year had passed Congress declared war against Great Britain and many of the tribes allied themselves with the English in the War of 1812.

CHAPTER IX

THE WAR OF 1812

CAUSES OF THE WAR—RIGHT OF SEARCH—THE EMBARGO ACT—CONGRESS DECLARES WAR—IN THE MAUMEE VALLEY—OHIO VOLUNTEERS—GEN. WILLIAM HULL—CAPTURE OF THE "CUYAHOGA"—HULL INVADES CANADA—SURRENDER OF DETROIT—GEN. WILLIAM HENRY HARRISON—MASSACRE AT THE RAISIN—SIEGE OF FORT MEIGS—INCIDENTS OF THE SIEGE—FORT STEPHENSON—PERRY'S VICTORY—BATTLE OF THE THAMES—MARKING HISTORIC SITES—THE INSCRIPTIONS—RECAPITULATION.

During the quarter of a century following the Revolution, the people of the United States were, to a great extent, commercially dependent upon the countries of Europe, particularly England. No one was more aware of this fact than the English statesmen and diplomats, who doubted the ability of the Americans to maintain a republican form of government. Not only did they doubt, but they also committed many overt acts, as narrated in the preceding chapter, to break down what President Lincoln, many years later, aptly termed "a government of the people, by the people, for the people."

British men-of-war, without so much as a "by your leave," made free use of the American bays and harbors, patrolled the United States coast, followed French ships and captured them within the three-mile limit, regardless of treaty stipulations. They cannonaded and burned a French vessel off the coast of Carolina; anchored inside the entrance of the Chesapeake Bay while lying in wait for French ships farther up the bay, and treated all American protests against such a course with contumely. At the request of Thomas Barclay, for several years the British consul-general at New York, these men-of-war, singly or in groups, would anchor for weeks at a time off the bar at Sandy Hook, under the flimsy pretext of protecting American shipping. Says Channing: "Thomas Barclay was an American loyalist, a man of ability, and, from the language of his letters appears to have thought that the British had been successful in the Revolutionary war. The captains of the British war vessels likewise looked upon America as under their protection, or as helpless."

RIGHT OF SEARCH

British naval officers of that period were often brutal in their treatment of sailors, the food furnished seamen was not always of the best quality, little or no attention was given to the sanitary conditions on board, and desertions were frequent. Conscription was resorted to in order to maintain the navy, and captains of vessels were authorized to board ships on the high seas to search for deserters—every seaman born anywhere in the British Empire and serving under the flag of

another country was regarded as a deserter. In the exercise of this "right of search," sailors were frequently abducted by English naval officers, who claimed that such sailors were British subjects, despite the fact that they had renounced their English citizenship and taken the oath of allegiance to the United States. These officers adhered to the rule, "once a British citizen, always a British citizen." Sometimes they made mistakes and impressed native-born American seamen, but such a trifling matter as that was hardly worth an apology. As early as 1798 Timothy Pickering, then secretary of state, made a report to Congress, in which page after page was filled with the names of American sailors then in the British navy through the activities of the "press gang."

This custom of searching ships was highly distasteful to the American people, but Congress was powerless to obtain redress. The capture of the "Chesapeake" by the British frigate "Leopard" on June 22, 1807, the latter's captain claiming that the American vessel harbored deserters, further aggravated conditions. The English Government disclaimed the act, but showed no disposition to make reparation, and the relations between the two countries became still more strained.

THE EMBARGO ACT

President Jefferson's message of December 18, 1807, "set fire to Congress." Provisions were made for arming American vessels and the Embargo Act, prohibiting commercial intercourse with Great Britain, was passed. The act proved to be unpopular with the merchants of New England and it was repealed. It was quickly followed, however, by the Non-Intercourse Act, which was only slightly less rigid in its provisions.

A precedent for these acts was found in the administration of President Washington, more than ten years before. In 1795, when war with England seemed inevitable, Jefferson, then secretary of state, and James Madison, leader of the House of Representatives, sought to put pressure on England by commercial restriction. A bill to that effect was introduced by Madison and passed the House, but was defeated in the Senate by the vote of Vice President Adams, who was accused of caring more for the profits of the Boston merchants than for the welfare of his country.

English statesmen well knew that restrictive measures were unpopular with many Americans and at every opportunity they encouraged this dissatisfaction, hoping to cause a difference of opinion serious enough to disrupt the union of states. In the political campaign of 1808, English influence was secretly exerted for George Clinton, the son of a former tory governor of New York, for President, but James Madison was elected by an overwhelming majority. For about three years Mr. Madison tried conciliatory methods to improve the relations between Great Britain and the United States. Then he decided to adopt a different course. Early in the year 1812 he issued a proclamation ordering all British vessels from American waters.

CONGRESS DECLARES WAR

English sea captains ignored the President's proclamation and on April 1, 1812, Mr. Madison, in a special message to Congress, recommended an embargo on Brit-

ish trade for sixty days, believing that such a measure would result in a withdrawal of the ships. Congress made the embargo for ninety days, instead of sixty. Again it met with opposition in New England, which the President was unable to overcome. On June 1, 1812, he sent another message to Congress, recommending a declaration of war. The act declaring war was approved by the President on June 18, 1812.

There are students of American history who claim that on the 18th of June, when war was declared, the American grievances against Great Britain were actually less than they had been at any time within the preceding ten years. England had made full reparation in the "Chesapeake" and "Leopard" matter, and had given tentative assurances that the impressment of American seamen should cease. Congress took the position, however, that English promises meant nothing; that history showed the insincerity of Great Britain on numerous occasions; that she had already violated the Treaty of 1783; and that she could not be trusted.

IN THE MAUMEE VALLEY

The Maumee Valley was destined to become the theater of some of the most thrilling incidents of the war. Months before the actual declaration of war, it was foreseen that if war came the British would lose no time in fastening their hold upon the country about the Great Lakes, first, to retain the friendship of the Indians and, control trade with the western tribes, and, second, as a matter of military strategy. To accomplish this end they would not hesitate to employ their old tactics of courting the favor of the Indians, arming them and inciting them to make war on the defenseless settlements. About the beginning of the year 1812, farseeing men urged that steps be taken to prepare for war, especially by strengthening the garrisons at the military posts along the Canadian border, and by the establishment of a new post at some suitable point near the mouth of the Maumee River. Some even insisted that provision be made for securing control of the Great Lakes and the conquest of Upper Canada (now Ontario).

In January, 1812, General Armstrong endeavored to impress upon the war department the importance of reinforcing the western garrisons, which would have the effect of holding back the Indians from entering into an alliance with the British. In March, Gen. William Hull, governor of Michigan Territory, asked that at least one thousand men be sent to the posts along the border, and recommended a strong naval squadron on Lake Erie, to coöperate with the land forces.

OHIO VOLUNTEERS

In April Congress did wake up sufficiently to direct Governor Meigs, of Ohio, to raise three regiments of volunteers. The governor issued a call for men and in May the three regiments were organized at Dayton. The strength and officers of these men were as follows: First Regiment, 552 men, Duncan McArthur, colonel; James Denny and William A. Trimble, majors. Second Regiment, 510 men, James Findlay, colonel; Thomas Moore and Thomas Van Horn, majors. Third Regiment, 483 men, Lewis Cass, colonel; Robert Morrison and J. R. Munson, majors.

Late in March Governor Hull was called to Washington. While in that city he had frequent conferences with the President with regard to the protection of

the northern frontier. President Madison offered him the command of the "Army of the Northwest," which at first he declined, but finally consented to accept. On his return he reached Cincinnati on May 8th, where he met Governor Meigs, who offered to turn over to him the three regiments then rendezvoused at Dayton. This was done on the 25th of May and on the 1st of June General Hull began his march to Detroit. At Urbana he was joined by Col. James Miller with the Fifth United States Infantry, numbering 480 men.

From Urbana to Detroit, a distance of some two hundred miles, a road had to be cut through the almost unbroken forests. Tracing the line of march upon a modern map, it will be seen that Hull passed through or near the present cities of Urbana, Bellefontaine, Kenton, Findlay and Bowling Green, and struck the Maumee River not far from where the battle of Fallen Timbers was fought in 1794. On the 1st of July he crossed the Maumee and moved down to the mouth of Swan Creek. Here he chartered the "Cuyahoga," a small sailing vessel belonging to a Captain Chapin, to carry the sick soldiers, officers' personal baggage and the hospital stores to Detroit. Thirty men were placed on board to act as a guard and the vessel dropped down the Maumee.

Hull, with the main body of his army, then continued the march to Detroit. Leaving the river, he took a direct course for Frenchtown (now Monroe, Michigan), on the River Raisin. From that point he followed the Indian trail, that afterward became the government road, to the Detroit River and arrived at Detroit on the 7th of July.

CAPTURE OF THE CUYAHOGA

At Fort Malden (now Amherstburg) there was a small garrison of British regulars and a considerable force of Canadian militia, commanded by Col. T. B. St. George, who knew Hull was on the way to Detroit and was on the lookout for his army. St. George's Indian spies brought him news of the "Cuyahoga," and on July 2, 1812, when the boat undertook to pass between Bois Blanc Island and the fort, it was easily captured by a detachment of British troops placed there for the purpose. Those on board were made prisoners of war and the officers' baggage was ransacked. In Hull's trunk were private letters, the instructions from the war department, plans for military operations, etc., which gave the enemy much important information.

About the time the "Cuyahoga" was captured, Hull received a communication from the secretary of war advising him that war had been formally declared by Congress. He has been criticized for allowing his papers to fall into the hands of the British. That he was careless in placing them on board the "Cuyahoga," there can be no doubt; but it should be remembered that he had no official information that war had been declared. Private letters to some of his officers stated that a declaration was probable and it is said Colonel McArthur refused to trust his baggage to the vessel. When war was declared on the 18th of June, the British minister was given his passports. He lost no time in sending word to the Canadian authorities by special express, while the secretary of war trusted to the slow and imperfect mail service of that period. The result was that Colonel St. George knew of the action of Congress at least twenty-four hours before General Hull.

HULL INVADES CANADA

On July 12, 1812, the army crossed the Detroit River and Hull established his headquarters at Sandwich. The next day he issued a "Proclamation to the Inhabitants of Canada," in which he promised protection to those who continued their peaceful pursuits. Of his movements in Canada, little need be said in this history. There was some correspondence between him and Colonel St. George relative to the return of the private effects, wearing apparel, etc., taken from the "Cuyahoga" and a few minor skirmishes occurred.

General Hull was born in Connecticut on June 24, 1753, and was therefore fifty-nine years of age at the beginning of the war. He had served with distinction in the Revolutionary war, which doubtless was the reason for his selection by President Madison for the command of the Army of the Northwest. Whether age had weakened his courage, or whether from some other cause, his course in Canada was vacillating and irresolute. Colonels Cass and McArthur, on their own initiative, reconnoitered Fort Malden, ascertained its weakness, and begged Hull to allow them to attack the fort, fully confident that it could be taken without serious opposition. On the morning of August 7th, Hull finally gave the order for an assault upon the fort, but before noon he called in his officers, told them to abandon all preparations for the attack and move their commands at once to the American side of the Detroit River.

It is quite probable that this sudden change of mind was due to an incident which took place near Brownstown, Michigan, two days before. Governor Meigs had sent word to Hull that Captains Brush, Campbell and Rowland, with their companies, were on their way to Detroit with a train of provisions. Fearing that these supplies might fall into the hands of the enemy, Hull ordered Major Van Horn to take 150 men and the militia remaining at Detroit, and keep open the road for the supply train. Van Horn crossed over to Detroit and on the morning of the 5th was attacked and defeated by a large body of Indians near Brownstown. With Van Horn was the mail escort and in the mail was a letter from Hull to the secretary of war telling of his plans. The letter fell into the enemy's hands and no doubt this was responsible for the sudden evacuation of Canada.

SURRENDER OF DETROIT

Gen. Isaac Brock arrived at Fort Malden on August 13, 1812, with reinforcements, and assumed command of all the British troops along the Detroit River. About noon on Saturday, the 15th, he sent Lieutenant-Colonel McDonell and Major Glegg to Detroit under a flag of truce, with a letter from General Brock demanding the immediate surrender of the post. Hull refused to surrender and as soon as his reply reached Brock, the British batteries across the river began a bombardment of Detroit. During the night several hundred Indians crossed the river and on Sunday morning they were discovered within two miles of the fort. About the same time the British batteries again opened fire on the town. Without offering any resistance, Hull changed his mind on the subject of a surrender. About nine o'clock on that eventful Sunday morning, he sent a flag of truce across the river, with a note to Brock proposing "a cessation of hostilities for one hour to open negotiations for the surrender of Detroit."

The British took possession at noon. The regiments of Colonels Cass and McArthur were not in the fort at the time, but were included in the surrender. Thirty-five pieces of ordnance, about two thousand stands of small arms, a large store of ammunition and the brig "Adams" were turned over to the victorious Brock. One article of the terms of capitulation was as follows:

"4th. His excellency, Brigadier-General Hull, having expressed a desire that a detachment from the State of Ohio, on its way to join his army, as well as one sent from Fort Detroit, under the command of Colonel McArthur, should be included in the above capitulation—it is accordingly agreed to. It is, however, understood that such part of the Ohio militia as have not joined the army, will be permitted to return to their homes, on condition that they will not serve during the war. Their arms, however, will be delivered up, if belonging to the public."

The detachment of Ohio militia referred to was the companies of Captains Brush, Campbell and Rowland, then at the River Raisin, waiting for a favorable opportunity to conduct their train of supplies to Detroit. Mathew Elliott, the notorious English agent at the time of General Wayne's campaign in 1794, now a captain in the British army, was sent to the River Raisin with a flag of truce and a copy of the articles of capitulation, to receive the surrender of the supplies. When Captain Rowland learned the object of Elliott's visit, he exclaimed: "Treason, by God!" and declared himself in favor of throwing up works to defend their position. It was pointed out to him that they would be overpowered and perhaps killed, to which he replied: "Well, it's about time for somebody to die."

The other two captains finally joined him in a refusal to surrender. As the road to their rear was open, the detachment at once set out on the return to Ohio, taking Elliott along as a prisoner. Near the foot of the Maumee Rapids he was relieved of his horse and permitted to return to Detroit—on foot.

General Hull and 375 of his officers and men (the United States regulars) were taken to Montreal as prisoners of war. He was afterward paroled and allowed to return to his home at Newton, Massachusetts. In March, 1814, he was tried by a court-martial for treason and cowardice and sentenced "to be shot to death," but the sentence was remitted by President Madison. He died on March 16, 1826.

GEN. WILLIAM HENRY HARRISON

While the surrender of Detroit "without a gun being fired in defense" caused consternation throughout the country, it was in some ways a "blessing in disguise," inasmuch as it aroused the people of the Ohio Valley to the seriousness of the danger that menaced them. Many who had been lukewarm were thus stirred to action. A call for volunteers brought a prompt and general response from the citizens of Ohio, Virginia, Kentucky, Pennsylvania, Indiana Territory, and even Missouri Territory, far away from the seat of war sent a number of her fighting sons. On August 25, 1812, only nine days after the surrender, Gen. William Henry Harrison was commissioned "major-general of the militia of Kentucky" by the governor of that state. On the 2nd of September he was appointed brigadier-general of volunteers by President Madison.

Gen. James Winchester was appointed as Hull's successor to command the Army of the Northwest. When Harrison heard of this he wrote to the war department that there should be only one officer in command; that he had a

better knowledge of the country and of the Indians than Winchester; and that it was the desire of the troops for him to command. Having dispatched this letter by express messenger, he started for Piqua, intending to resign the command to Winchester. He then had about two thousand men and fully that many more were on their way to Piqua, under command of Gen. Benjamin Tupper and Gen. Elijah Wadsworth, both of whom had served under Washington.

Upon arriving at Piqua, General Harrison found there the courier by whom he had sent his letter to the secretary of war, with a commission directing him to take command of the army. He immediately began the mobilizing of a force at St. Mary's for the recapture of Detroit. The work of raising troops now went forward by leaps and bounds. Learning that Major Muir, with a large force of British and Indians, had left Malden soon after the surrender of Detroit for the purpose of attacking Winchester at Fort Wayne, Harrison sent Colonel Allen's regiment and two companies of Colonel Lewis' to drive Muir back. About the same time Winchester left Fort Wayne for the Maumee Rapids, intending to halt at Fort Defiance to wait for Harrison. Before reaching Fort Defiance he met Muir's advance guard of 200 British regulars and nearly five times that number of Indians. This advance guard killed or captured several of Winchester's scouts. Among the captured was Sergeant McCoy, who was taken before Muir and questioned as to the strength of the American forces, etc. McCoy, evidently believing that "all is fair in love or war," blithely stated that Winchester had an army of between seven and eight thousand men and that Harrison was coming down the Auglaize with probably ten thousand more.

Muir was inclined to doubt such a statement, but about that time stragglers from a party of his Indians, who had been defeated by two companies of dragoons, came in and told him they had met a very large force of Americans, who were "like the leaves of the forest" in numbers. This seemed to corroborate McCoy's exaggerated report and Muir beat a hasty retreat to Fort Malden.

By the middle of October Harrison had over three thousand men at St. Mary's. Toward the latter part of that month he was joined by Col. Richard M. Johnson's mounted regiment of Kentuckians. Winter was so close at hand that Harrison decided to postpone aggressive operations until the following spring. He moved from Fort Mary's to Upper Sandusky, leaving Winchester at Fort Defiance. Late in December, Winchester moved down the Maumee to the Rapids, where he established a fortified camp. This was done notwithstanding Tecumseh and several hundred of his warriors were in the vicinity, and that General Harrison had sent orders to him to return to Fort Defiance.

MASSACRE AT THE RAISIN

About the middle of January, 1813, Winchester received word that a store of British supplies was at Frenchtown (Monroe), and that it was the intention of the British commander to quarter a considerable force there to intercept any movement toward Detroit. He ordered Col. William Lewis to take 550 men and capture the supplies. Early the next morning he sent Colonel Allen with 110 men to reinforce Lewis and instructed the two officers to occupy and hold Frenchtown. Allen overtook Lewis near the mouth of the Maumee, where they learned that a detachment of British troops and 400 Indians were on the way to

attack Winchester's camp. Sending back a courier to apprise Winchester of his danger, Lewis and Allen continued their march. About three miles from Frenchtown they met a scout, who reported that the detachment guarding the supplies was on the alert. Lewis advanced with his men in line of battle, crossed the river on the ice, and by a general charge dislodged the enemy. The fighting continued from 3 P. M. until dark, when the British retreated and the Americans took up their quarters in the village.

The next day (January 20th) Winchester arrived with 300 men. He sent Peter Navarre and his brothers on a scouting expedition. They returned with the report that a large body of British and Indians was marching toward Frenchtown, but Winchester's subsequent conduct would indicate that he did not believe the statement. There were twenty-three houses in Frenchtown—all on the north side of the river except one. Winchester established his headquarters at the lone house on the south side, fully half a mile from the main body of his army. During the night the enemy, commanded by Col. Henry Proctor, came up unobserved and planted a battery within 100 yards of the camp.

Early on the morning of the 22nd the battery opened fire. A charge followed and the Americans were thrown into confusion. Proctor concentrated his force against the American right, which was the weakest point, and Winchester ordered a general retreat. As soon as the retreat began the Indians fell upon the rear and in a few minutes over one hundred of the gallant Kentuckians were tomahawked and scalped. On the left Majors Madison and Graves were protected by a strong palisade fence and held their position until about ten o'clock, when a lull in the fighting gave the men an opportunity to eat breakfast. While they were thus engaged, Proctor and Major Overton, of Winchester's staff, arrived with an order from Winchester to surrender unconditionally. This Major Madison refused to do until Proctor agreed to treat Madison and his men as prisoners of war and that the wounded should be protected. Before the terms were fairly completed, the Indians began to plunder the camp and Madison ordered his men to open fire. After a volley they charged with the bayonet, which stopped the looting. Madison then surrendered upon Proctor's promise that sleighs would be provided to convey the wounded to Malden. Next morning, when the sleighs arrived, he announced that the British wounded would be taken first. The British regulars marched off with the prisoners and almost immediately a horde of savages entered the town. Two houses—those of Gabriel Godfroy and Jean Baptiste Jeraume—in which a number of wounded were under the care of the surgeon, were set on fire. Most of the inmates were burned to death and the few who tried to escape the flames fell victims to the tomahawk. Lossing states that the American loss at the Raisin was 934 men, of whom 197 were reported as "killed in action or missing," and only 33 men escaped. Winchester, Lewis, Madison and the other officers who were captured were exchanged at Montreal in the spring of 1814.

SIEGE OF FORT MEIGS

On January 18, 1813, General Harrison sent a battalion from Lower Sandusky to Winchester. Learning something of the situation on the Maumee, he made a forced march to the Rapids, reaching there on the morning of the 20th, after most of Winchester's force had been sent to Frenchtown. On the 22nd

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FORT MEIGS, 1813

1. East Battery.
2. Major Croghan's Battery.
3. General Gushing's Battery.
4. Mortar.
5. Meat House
6. West Battery.
7. Block Houses.
8. Lookout.
9. Kentucky.
10. Magazines.
12. Britch Battery Burial Ground.
13. Well.
14. Traverse.

Harrison started a regiment for the River Raisin, but it was too late. The massacre had already occurred and the regiment met the few survivors trying to reach the camp at the Rapids. Two additional regiments joined Harrison on the 30th and on February 2nd he began the construction of a fort on the right bank of the Maumee, a little above the present Town of Perrysburg. It was designed by Col. Eleazer D. Wood, for whom Wood County, Ohio, was named, and the fortification was named Fort Meigs, in honor of Ohio's governor.

When Colonel Proctor heard of Harrison's movements, he planned an invasion of the Maumee Valley. By the middle of April 1,500 Indians were assembled at Fort Malden, under command of the Shawnee chief, Tecumseh. With these Indians, a battery and a small force of British regulars, Proctor set sail on April 23, 1812, for the Maumee. On the afternoon of the 26th a lookout at Fort Meigs reported two men on the opposite side of the river, calmly reconnoitering the fort. These men were Proctor and Tecumseh. A shot from one of Harrison's cannon plowed up the earth near them and they departed with more haste than ceremony. All hands in the fort were immediately set to work to prepare for a siege. Traverses were constructed, tents folded, excavations made near the palisades for lodging places, etc. Then next day three guns and a mortar were planted opposite the fort and the siege commenced. That night several hundred Indians, under Tecumseh, were sent across the river and the fort was surrounded. During the night of May 3d Proctor succeeded in planting a battery on the right bank of the river, within 400 yards of the fort. The next morning he sent Major Chambers with a note to Harrison, telling him that the British guns were now in position to demolish the fort and demanding a surrender. To this note Harrison replied as follows: "Assure General Proctor that he will never have this post surrendered to him on any terms. Should it fall into his hands it will be in a manner calculated to do him more honor, and to give him larger claims upon the gratitude of his government, than any capitulation could possibly do."

Toward midnight of the 4th Capt. William Oliver, an intrepid scout, succeeded in finding his way to the fort with the cheering news that Gen. Green Clay was a few miles up the river with 1,200 Kentuckians in flatboats, but upon hearing the reports of cannon had halted to await orders. Harrison ordered Captain Hamilton to take a few men, proceed up the river in a pirogue under cover of darkness, and carry instructions to General Clay. These instructions directed Clay to land a force on the left bank of the river, about a mile and a half above the fort, capture and spike the British guns, then return to their boats and cross over to the fort. The balance of Clay's men were to land on the right bank of the river, watch their opportunity and cut their way through the enemy's lines. Captain Hamilton stationed men at the places where the landings were to be made and furnished guides for the two detachments.

Colonel Dudley was selected to command the force to surprise the British batteries. With 800 men he landed under Captain Hamilton's instructions and began a silent march toward the batteries. All went well until they were almost upon the guns, when some Indian pickets discovered their presence and fired their muskets. The Kentuckians, deeming silence no longer necessary, raised a cheer and rushed upon the batteries. Although the surprise was not complete, the guns were spiked, but instead of obeying the order to return to their boats

and cross over to the fort, the Kentuckians pursued the retreating enemy into the woods, where they fell into an ambush and nearly all were killed or captured, the prisoners being taken to Fort Miami. Only 150 men escaped. The detachment on the right bank was more successful. Colonel Miller made a dashing charge, captured the British battery and forty-five prisoners, and led the Kentuckians into the fort with only a slight loss.

The arrival of these reinforcements discouraged the Indians, who complained that it was "hard to fight people who lived like groundhogs," and on the 9th Proctor raised the siege. Harrison then repaired the damage done to the fort, after which he left General Clay in command and set out for the interior of the state to push forward the work of recruiting. On July 20th Proctor began his second siege of Fort Meigs. Clay sent Captain McCune to notify Harrison, who promised reinforcements. Knowledge of this led Proctor to adopt a ruse, which, if it had succeeded, would have given him possession of the fort. A strong force of British and Indians was secreted in a ravine below the fort, to cut off any who might leave it, and then a feint was made on the side of the fort where the expected reinforcements would be likely to arrive. The object of this maneuver was to draw a portion of the garrison out to the relief of their friends, when the troops concealed in the ravine would cut them off from the fort. It is said the officers could hardly make the men believe it was merely a trick to draw them from the fort, but no party sallied forth and on the 28th Proctor withdrew. After the war Fort Meigs was garrisoned by one company of infantry until in May, 1815, when it was abandoned as a military post.

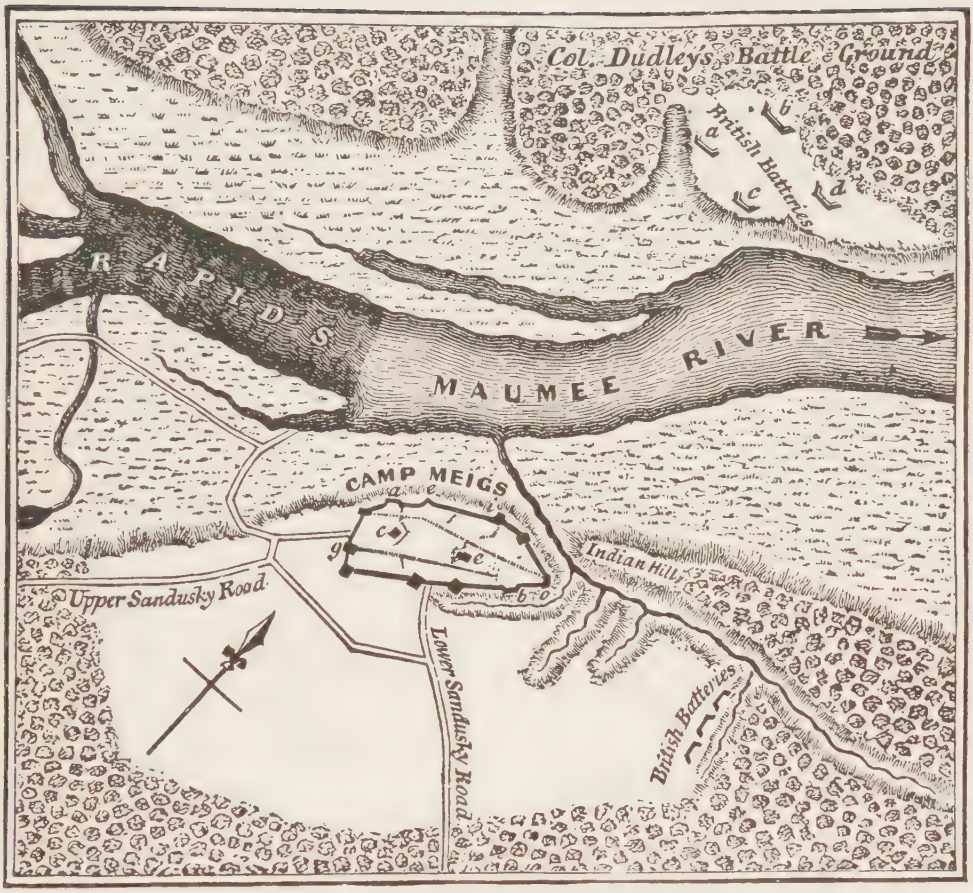
INCIDENTS OF THE SIEGE

At the time of the first siege, Harrison had plenty of powder, but was lacking in cannon balls. He offered a gill of whisky to every soldier who would retrieve a British cannon ball that could be used in an American cannon. Some idea of the magnitude of the British artillery fire may be gained from the fact that the soldiers earned about one thousand gills of whisky during the siege. Many of the balls were red hot. Their striking the earth was accompanied by a hissing sound and smoke could be seen issuing from the depression. A soldier was soon on the spot with a shovel, hoping the ball would fit an American gun and that he would receive his gill of Bourbon.

While the cannonading was going on, one of the militiamen, a dare-devil sort of a fellow, would take a position where he could see the enemy's battery on the opposite side of the river. Although warned of his danger, he seemed to enjoy calling out the destination of the balls when the guns were fired, and made some shrewd guesses as to where they would strike. "Blockhouse No. 1," he would sing out, or "Lookout, Main Battery," "Now for the meat-house," etc. One day a gun was discharged and he appeared to be at a loss to note the direction of the ball. A second or two later it swept him from his perch and into eternity.

FORT STEPHENSON

When Proctor abandoned his second siege of Fort Meigs he moved toward Sandusky, where Harrison had his principal stores. Fort Stephenson, where the



FORT MEIGS AND ITS ENVIRONS

From the survey of Lieut. Joseph H. Larwill, made July 19, 1813, between the two sieges.

The erection of the fort was commenced by General Harrison about the 1st of February, 1813, and was named after the governor of Ohio. The lettering on the fort indicates: (a) Cushing's Grand Battery; (b) Mortar Battery; (c) Magazines; (g) Gaines' Battery at the second siege; (e), (i) and (o) minor batteries. The block houses are indicated by black squares, and the dotted lines show the traverses or walls which were of earth thrown up to protect the garrison against the batteries from the other side of the river. The longest had a base of twenty feet, was 900 feet long, and about 12 feet high. Originally the work covered about ten acres. It was reduced somewhat after the first siege because of reduction of the garrison.

City of Fremont, Ohio, now stands, was garrisoned by 150 men, commanded by Maj. George Croghan, only a little past twenty-one years of age. The fort was considered too weak to withstand an assault by heavy artillery, such as Proctor was supposed to have, and on the last day of July Harrison—then at Fort Seneca, about ten miles south of Fort Stephenson—sent Croghan an order to abandon it. Before the order could be carried out, Proctor's army was seen coming up the Sandusky River in open boats. At the same time Croghan learned that a large body of Indians had been sent to the rear to cut off his retreat. Proctor trained his six pieces of artillery (fortunately all light guns) upon the northwest angle of the fort and then demanded a surrender, resorting to his old story that resistance would only exasperate the Indians and lead to a massacre. But Croghan's Irish fighting blood was up and he sent back word that when Proctor got possession of the fort there would be nobody inside for him to massacre. For twenty-four hours Proctor's cannon kept pounding away at that northwest angle, his aim being to effect a breach through which his Indians could pass to begin their butchery. Croghan and his men worked like ants to strengthen the angle with sacks of sand, but he saw that the constant bombardment was doing the damage faster than he could make repairs. He had but one cannon—an old six-pounder—which he located so as to rake the opening, loaded it heavily with slugs and calmly waited for the assault.

About dark on the evening of August the 2nd, Proctor ordered a column of 350 men to force its way through the breach and into the fort. When within twenty yards of the walls the assailants were greeted by a volley of musketry that killed and wounded several, but failed to check the advance. Then the little six-pounder, aimed low, was discharged, sending its rain of slugs into the enemy's rank. This seemed to be enough for the British soldiers, who broke and fled in confusion, leaving twenty-seven dead in the ditch surrounding the fort. No further attack was made and the next morning Proctor hurriedly withdrew, leaving his guns and stores. Fort Stephenson was saved without the loss of a man and Major Croghan became one of the heroes of the war.

PERRY'S VICTORY

In the meantime General Harrison had decided to postpone further offensive operations until the completion of the ships that Commodore Oliver Hazard Perry was building on Lake Erie. On the last day of July he was joined by Gov. Isaac Shelby, of Kentucky, with 3,500 men from that state, eager to avenge the massacre of so many of their comrades at the River Raisin. Early in September, 1813, Perry's fleet was at Put-in-Bay ready for action. On Gibraltar Island there is a bold headland which commands a view of the Bass Islands and the passage to the mouth of the Detroit River. Here Perry stationed a watch to notify him if the British fleet appeared. This headland is still known as "Perry's Lookout."

The British fleet lay in the Detroit River in front of Fort Malden. It was commanded by Capt. Robert H. Barclay, who had fought with Nelson at Trafalgar. On the morning of September 9, 1813, Henry Brevoort, of Detroit, gave Perry the names and positions of the British ships. Perry immediately called his officers together and gave them his plan of battle. Perry had nine vessels

mounting fifty-four guns and two swivels. The British fleet numbered only six vessels, but they carried sixty-three guns, one pivot-gun, two swivels and two howitzers. Thus, while Perry had the advantage in the number of ships, Barclay had an advantage in the strength of his armament. Perry's plan was for each of six largest ships to engage one of the British vessels, the three smaller ones to render assistance at such times and places as it was most needed. He also instructed his officers to be ready to sail early on the following morning, as it was his intention to engage Barclay in the Detroit River if he failed to come out upon the lake.

Soon after sunrise on the morning of the 10th the lookout on the headland signaled that the British ships were coming out of the Detroit River. Immediately all was activity on the American vessels. For the first time a great pennant, bearing the motto "DON'T GIVE UP THE SHIP," in letters large enough to be seen by all the sailors, was run up to the masthead of the "Lawrence," Perry's flagship. As the morning breeze caught this pennant and the men saw the inspiring motto, a mighty cheer arose from the ships as they sailed out to meet the enemy. Within a short time the two fleets were engaged and it is said the thunder of the guns could be heard at Cleveland, seventy miles away. Perry's plan was working well until the "Lawrence" was disabled. Every American, familiar with his country's history, knows how Perry then crossed over in a small boat to the "Niagara," under the fire of the British guns, and won a decisive victory. About noon he sent his famous message to General Harrison: "We have met the enemy and they are ours; two ships, two brigs, one schooner and a sloop."

One of the brigs captured was the "Adams," which had been surrendered by General Hull the year before. It had been overhauled by the British and rechristened the "Detroit." This was the first time in history that an entire British fleet was captured in a naval engagement. Perry's victory was one of the important events of the war. It removed Proctor's greatest support. At the time of the action he had a force of 5,000 British and Indians at Malden, waiting only for Barclay to sustain the traditions of the English navy, to overrun the frontier. But Barclay failed to sustain those traditions and Proctor was forced to change his plans.

BATTLE OF THE THAMES

General Harrison was at Sandusky Bay, ready to recapture Detroit and invade Canada if Perry won the battle on Lake Erie. As soon as he heard the result of the engagement his army was on the move. Perry spent a few days repairing his ships, when Harrison's troops embarked and were carried to Malden, where they arrived on September 27, 1813, to find that the enemy had evacuated the post the day before, after destroying the stores and most of the buildings in the fort. The Americans at once began making preparations for a pursuit. On the 29th Colonel McArthur crossed the river and occupied Detroit with his brigade of 700 men, while the rest of the army camped that night in Sandwich. The next day Harrison was joined by Col. Richard M. Johnson's regiment from Fort Meigs, which gave the American commander 3,500 men.

In the retreat, Proctor halted several times, only to move on before the Ameri-

THE INDIAN ELM AT MAUMEE, NEAR ERIE STREET

This picture was taken about 20 years ago. Since then, it has been struck by lightning and badly shattered, destroying almost the entire upper half. The story is well authenticated that, during the siege of Fort Meigs, an Indian sharpshooter hid in this tree, shooting soldiers from Fort Meigs who went to the river for water, killing several and wounding others. An expert rifleman was selected by General Harrison who succeeded in killing the occupant of the tree by a rifle shot from the fort, a distance of nearly a half mile.

cans could attack. It is said that Tecumseh called him a coward and threatened to take his Indians away from the army, upon which Proctor promised the chief that he would make a stand at Chatham. On the afternoon of October 5, 1813, he formed his line of battle across the road, his right resting on the River Thames, with Tecumseh and his Indians on the left. Harrison's army advanced in perfect order until the bugles sounded the charge, when Colonel Johnson's mounted troops hurled themselves like an avalanche against the enemy's line. General Shelby sent part of his men, under Lieut.-Col. John Donaldson, to Johnson's support and in a little while the war-cry of the Kentuckians, "Remember the Raisin," could be heard above the din of the battle. The impetuous onslaught was too much for the Indians, who fled in all directions, pursued by the victorious Kentuckians. Tecumseh was killed in this engagement by a pistol shot fired by Colonel Johnson, after the latter was wounded. After a brief fight the British regulars surrendered, though General Proctor succeeded in making his escape in a carriage and the next day was sixty-five miles from the scene of the battle. The battle of the Thames ended the war in the Northwest, though the post at Michilimackinac was not surrendered until after the Treaty of Ghent in December, 1814, which brought the return of peace.

MARKING HISTORIC SITES

On July 28, 1885, the Maumee Valley Monument Association was incorporated "to survey, mark and preserve historic sites." In 1888 O. M. Poe, colonel of engineers, reported favorably upon the purchase by the United States of a portion of the battlefield of Fallen Timbers and the erection of a monument, but nothing was done. In 1899 the Monument Association was succeeded by the Maumee Valley Pioneer and Historical Association. This organization in 1903 acquired title to a small tract of land including Turkeyfoot Rock. The aim was to get the entire battlefield of Fallen Timbers and convert it into a park, but the association was unable to raise the necessary funds to carry out the project.

Early in the year 1922, during what was known as "Talk Toledo" week, interest in the subject of marking historic places near the city was revived and a movement was started to have the Federal Government accept the forty-four acres comprising the site of Fort Meigs, provided the Ohio Legislature would relinquish the state's right, then purchase the battlefield of Fallen Timbers and make the whole a part of the national park system. During that week temporary markers were erected by the Toledo Automobile Club on the site of old Fort Miami, Wayne's battlefield, the scene of Colonel Dudley's defeat, and the site of Fort Meigs. The respective inscriptions on these markers were as follows:

FORT MIAMI

> Established as a French trading post in 1680. Erected as a fort by the British in 1794 and surrendered to the United States in 1796. It was here that the survivors of Colonel Dudley's forces who had been ambushed by Indians during the first siege of Fort Meigs in May, 1813, were compelled to run the gauntlet and were being brutally tomahawked in sight of General Proctor, until Tecumseh,

the great Indian chief, compelled the Indians to stop their slaughter. After Wayne's victory at the battle of Fallen Timbers, August 20, 1794, he drove the enemy to within eighty yards of the gates of this fort.

BATTLEFIELD OF FALLEN TIMBERS

On August, 20, 1794, General Anthony Wayne, commanding an army of about 3,000, defeated at this place and completely routed the Indians of the Northwest under command of Chiefs Blue Jacket and Little Turtle. The Indians were pursued as far as Fort Miami.

DUDLEY'S BATTLEFIELD

On May 5, 1813, during the first siege of Fort Meigs, Colonel Dudley and 800 Kentucky militia captured the British batteries and spiked the guns. While swiftly pursuing the enemy into the woods, the brave Kentuckians were ambushed by Indians. Only 150 escaped the others having been killed or captured. The prisoners were taken to Fort Miami.

FORT MEIGS

The first siege of Fort Meigs was May 1 to 9, 1813. Attacked by General Proctor with 3,200 British and Indians, it was successfully defended by General Harrison with 1,200 Americans. Besieged again July 21 to 27, 1813, by General Proctor and 500 English and Indian allies, who were repulsed by General Clay and several hundred Americans.

Steps were also taken during the "Talk Toledo" week, by the city council and the Sons of the American Revolution, to place a bronze tablet upon the wall of one of the buildings at the corner of Monroe and Summit streets, bearing this inscription:

FORT INDUSTRY

was erected on this site by order of General Anthony Wayne just after the battle of Fallen Timbers on August 20, 1794, as a defense against the British, who occupied Fort Miami.

RECAPITULATION

In this and the preceding chapters have been narrated many events, which may appear to have little or no connection with the history of Toledo and Lucas County. More than three centuries elapsed between the discovery of America and the close of the War of 1812. During all this period few attempts were made to establish permanent white settlements in the lower Maumee Valley, which remained a

"howling wilderness." Under the papal grant of 1493, the country about the Great Lakes became the property of Spain. Through the proclamations of St. Lusson in 1671 and La Salle in 1682, the entire present State of Ohio was recognized as part of the French possessions in America. By the treaty of February 10, 1763, which ended the French and Indian war, all French territory east of the Mississippi was ceded to Great Britain.

Thus the site of Toledo was successively in Spanish, French and English territory. At the close of the Revolutionary war England surrendered to the United States, title to all the region south of the Great Lakes and east of the Mississippi River. Then followed a series of troubles with the Indians, in which they were upheld by the British. The Indians were finally defeated by Gen. Anthony Wayne at the battle of Fallen Timbers, which resulted in the British evacuation of the posts within the region ceded to the United States by the treaty of September 3, 1783. In the meantime the Northwest Territory had been created by act of Congress, in which was included the present Lucas County. In 1796 it was made a part of Wayne County. Then came the War of 1812, which was followed by treaties with the Indian tribes, by which the lands in Northwestern Ohio became a part of the public domain of the United States. The preparatory period was now at an end and the era of actual settlement and progress was inaugurated.

CHAPTER X

THE BOUNDARY WAR

EXTENT OF TERRITORY INVOLVED—ORIGIN OF THE TROUBLE—DEFECTIVE MAPS—OHIO ENABLING ACT—BOUNDARY AS FIXED BY THE OHIO CONSTITUTION—SPAFFORD'S LETTER—THE HARRIS LINE—MICHIGAN'S MEMORIAL—THE FULTON LINE—THE CANAL QUESTION—THE WAR BEGINS—PRESIDENT JACKSON INTERVENES—AN INTERRUPTED SURVEY—EXTRA LEGISLATIVE SESSIONS—GOVERNOR LUCAS APPEALS TO JACKSON—FURTHER "OUTRAGES"—A MIDNIGHT COURT SESSION—GOVERNOR MASON REMOVED—END OF THE WAR—CONGRESS COMPROMISES THE QUESTION—TOLEDO CELEBRATES.

That portion of Lucas County involved in the controversy between the State of Ohio and the Territory of Michigan over the boundary line, included the present City of Toledo, the townships of Jerusalem, Oregon, Richfield, Sylvania and Washington, and the northern portions of Adams, Spencer and Springfield—about two-thirds of the county.

ORIGIN OF THE TROUBLE

The beginning of the controversy and the causes therefor may be found in the Ordinance of 1787, which created the Northwest Territory and provided for its division into not fewer than three nor more than five states. If divided into only three states, the Ordinance fixed the boundaries of each, to wit: The western state was to include all that portion west of a line beginning at the mouth of the Wabash River; thence up that stream to a place where a line drawn due north from Vincennes last touches the river; thence due north to the territorial line. This state would have included the present states of Illinois and Wisconsin, the greater part of the upper peninsula of Michigan, and that part of Minnesota east of the Mississippi River. The middle state was to embrace that portion lying east of the above described line and west of a line beginning at the mouth of the Great Miami River and running due north to the territorial line. It would have included the present State of Indiana and the western half of Michigan. The eastern state was to consist of the remainder of the Northwest Territory, i. e., the present State of Ohio and the eastern half of Michigan.

If the Ordinance had stopped there, the chances are that no dispute over boundary lines would ever have occurred. But in making provision for five states, Congress was given authority to create the two additional states from that part of the territory situated north of an "east and west line drawn through the southerly bend or extremity of Lake Michigan." In that provision lay the germ of the dispute. At the time the Ordinance was passed, the geography of the country about the Great lakes was imperfectly understood. By referring to Joliet's map, in an

earlier chapter of this history, it will be seen that the southern extremity of Lake Michigan (called Lac des Illinois by Joliet) is shown quite a distance north of the mouth of the Maumee River, where it enters Lake Erie. For many years this map was regarded as the best geographical authority on the Great Lakes region. In fact, as late as 1780—only seven years before the passage of the Ordinance—Mitchell & Bradley copied Joliet's error in their Atlas, which was the authority used by Congress in the preparation of the section above quoted. Judge Jacob Burnet, in his "Notes on the Northwest Territory," says:

"It is generally known to those who have consulted the maps of the western country extant at the time the Ordinance of 1787 was passed, that Lake Michigan was represented as being far north of the position which it has since been ascertained to occupy. On a map of the Department of State, which was before the committee of Congress who framed the Ordinance for the government of the Territory, the southern boundary of that lake was laid down as being near the forty-second degree of north latitude, and there was a pencil line passing through the southern bend of the lake to the Canada line, which intersected the strait (Detroit River) between the River Raisin and the Town of Detroit. That line was manifestly intended by the committee and by Congress to be the northern boundary of this state (Ohio), and, on the principle on which courts of chancery construe contracts, accompanied with plats, that map and the line marked on it should have been taken as conclusive evidence of the boundary, without reference to the actual position of the southern extreme of the lake."

OHIO ENABLING ACT

On April 30, 1802, President Jefferson approved an act of Congress authorizing the people of Ohio to form a constitution and state government, preparatory to admission into the Union. In fixing the boundaries of the proposed state, the Enabling Act described the northern boundary as "an east and west line drawn through the southerly extreme of Lake Michigan, running east, after intersecting the due north line from the mouth of the Great Miami River, until it shall intersect Lake Erie, or the territorial line, and thence with the same through Lake Erie to the Pennsylvania line." Three years later, January 11, 1805, President Jefferson approved the act of Congress erecting the Territory of Michigan, the southern boundary of which was described as "a line drawn east from the southern end of Lake Michigan to Lake Erie." In both the Ohio Enabling Act and the act creating Michigan Territory, it is clearly shown that Congress intended the line between the two to be farther north than was afterward claimed by Michigan. In both acts Lake Erie is designated as the eastern terminus of the line, or after striking Lake Erie it was to follow the international boundary through to the Pennsylvania line. If Michigan's contentions had been sustained, the dividing line would not have intersected the international boundary at any point. Running due east from the southern extremity of Lake Michigan, it would not have struck Lake Erie until more than thirty miles east of the Maumee River. Continuing east, it would have come to land again near Cleveland, which would have thrown a small triangle in northeastern Ohio into the Territory of Michigan—a situation certainly never intended by Congress.

While the Ohio constitutional convention was in session in 1802 at Chillicothe,

a hunter who had spent many years in the vicinity of Lake Michigan and knew its location better than the geographers, informed some of the delegates that the lake extended much farther south than was generally supposed. He even pointed out on an old map the true position of the southern end of the lake, according to the knowledge he had gained by experience. His statement produced some apprehension among the members of the convention and led to the adoption of an amendment to the provision relating to the northern boundary, viz: "If the southerly bend or extreme of Lake Michigan should be found to extend so far south that a line drawn due east from it should not intersect Lake Erie, or if it should intersect the said Lake Erie east of the mouth of the Miami River of the Lake (the Maumee), then and in that case, with the assent of the Congress of the United States, the northern boundary of this state shall be established by, and extended on, a direct line running from the southern extremity of Lake Michigan to the most northerly cape of the Miami (Maumee) Bay," etc.

The object of this proviso was to save to the State of Ohio the valuable harbor of the Maumee River and Bay, as was doubtless intended by Congress in the Enabling Act. Congress accepted the constitution adopted by the Chillicothe convention, but did not give express assent to the alternate boundary as above set forth. Michigan afterward claimed that the Ordinance of 1787 was a solemn compact and that the assent of Congress could not be implied, but must be definitely stated. In the dispute which followed, Ohio argued from the standpoint of equity, while Michigan adhered strictly to the legal phase of the question—that the Ordinance of 1787 was to "forever remain unalterable, unless by common consent," and that common consent had never been given to a change.

SPAFFORD'S LETTER

Without consulting anybody, Michigan proceeded to exercise jurisdiction over the territory as far south as a "line extended due east from the southern extremity of Lake Michigan." The first intimation of trouble did not come until about seven years after Michigan had been established as a territory. Then Amos Spafford wrote the following letter to Return J. Meigs, governor of Ohio:

"Miami Rapids, January 23, 1812.

"Sir:—It appears to be the general wish of the people in this settlement (which consists of about fifty families), to have the laws of the State of Ohio over them, as we consider ourselves clearly within the limits of said state. The few who object are those who hold offices under the government of Michigan and are determined to enforce their laws. This is considered by a great majority of the inhabitants as usurpation of power which they are under no obligation to adhere to. If no adjustment should take place, I fear the contention will ere long become serious.

"Sir, will you have the goodness to inform the people here whether there has been any understanding between the State of Ohio and the government of Michigan on the subject of jurisdiction, together with your advice?

"I am, sir, with high esteem,

Your most obedient servant,

"Amos Spafford,

"Collector of Port Miami."

Governor Meigs' reply to this letter, if a reply was made, is not known. It is probable that he referred the matter to Congress, as that body on May 20, 1812, passed an act authorizing the President to ascertain and designate certain boundaries, including the one between Ohio and Michigan Territory. But the unfriendly relations between the United States and Great Britain overshadowed all questions of local significance and united the people of the frontier, including those in the disputed territory, in support of the Federal administration. In that act of May 20, 1812, the surveyor-general of the United States was directed, as soon as the consent of the Indians could be obtained, "to cause to be surveyed, marked and designated, so much of the western and northern boundaries of the State of Ohio, which have not already been ascertained, as divides said state from the territories of Indiana and Michigan, agreeably to the boundaries as established by the act of April 30, 1802. . . . And to cause to be made a plat or plan of so much of the boundary line as runs from the southerly extreme of Lake Michigan to Lake Erie, particularly noting the place where said line intersects the margin of said lake, and to return the same when made to Congress."

Here the whole matter rested until after the War of 1812 was over. On August 22, 1816, the commissioner of the general land office ordered the surveyor-general "to engage a skillful deputy to mark the said northern boundary of Ohio, in accordance with the act of May 20, 1812."

THE HARRIS LINE

In 1817, treaties of peace having been concluded with the Indians, Edward Tiffin, surveyor-general of the United States, pursuant to the order of the commissioner, appointed William Harris to run a portion of the western and all of the northern boundary of Ohio. Indiana had been admitted as a state in December, 1816, and Congress, in defining its northern boundary designated "a line running due east from a point on the shore of Lake Michigan ten miles north of said lake's most southern bend or extremity." This took a strip of land ten miles wide from the southern border of Michigan Territory, if the provisions of the Ordinance of 1787 were to be strictly observed. By thus extending Indiana ten miles farther north, Congress showed its disregard for the Ordinance and gave to the Ohio claimants another argument to help them sustain their position. Harris found that a due east line from the most southern point of Lake Michigan would intersect Lake Erie seven miles south of the most northerly cape of the Maumee Bay. He therefore ran a second line, in accordance with the provisions of the Ohio constitution, to the most northerly cape of the bay and reported accordingly.

This line established the northwest corner of Ohio at a point on the Indiana line, five miles, twenty-four chains and sixty-four links north of where the due east and west line from the head of Lake Michigan would have located it. Willard V. Way, writing in 1869, says: "The territory in dispute extends the whole length of the north line of the State of Ohio; about five miles in width at the west end and about eight miles in width at the east end. It is valuable chiefly for its rich and productive farming lands, and for the possession of the harbor on the Maumee River, where now stands the flourishing City of Toledo."

At the time Mr. Harris made his survey, Lewis Cass was the governor of

Michigan Territory. Under date of November 1, 1817, he sent the following protest to Surveyor-General Tiffin: "Report says that the line which has been recently run, purporting to be the line between the State of Ohio and this Territory, was not run a due east course from the southern extremity of Lake Michigan to Lake Erie, but a course somewhat to the north of this, although how much I am unable to ascertain. The act of Congress organizing the Territory of Michigan makes its southern boundary a due east line from the southern extremity of Lake Michigan, and this act is in strict conformity with the fifth of the articles of compact in the ordinance for the government of the Northwest Territory; these are declared to be unalterable except by mutual consent."

MICHIGAN'S MEMORIAL

Several letters were exchanged between Governor Cass and the surveyor-general, the latter upholding the survey made by Mr. Harris as being in accordance with the acts of April 30, 1802, and May 20, 1812. While this correspondence was going on the Ohio Legislature took a hand by adopting strong resolutions, affirming the Harris line as the true one, and strictly in harmony with the action of Congress in accepting the Ohio constitution and admitting the state into the Union.

On January 3, 1818, the governor and judges of the Territory of Michigan came back with a memorial to Congress, in which they reviewed the provisions of the Ordinance of 1787, the Ohio Enabling Act and the Ohio constitution, after which they continued:

"Your memorialists beg leave to state that during the past summer a line was run, under the direction of the surveyor-general, intended to be the boundary between this Territory and the State of Ohio. This line, instead of being on an east and west line from the southern extremity of Lake Michigan, agreeably to the acts of Congress before mentioned, was run on a course north 87 degrees 42 minutes east, and strikes Lake Erie at the northern cap of Miami Bay, taking from the southern boundary of this Territory seven miles and forty-nine chains and adding it to the State of Ohio. The legislative power of this Territory is by law vested in your memorialists and they conceive they would fail to discharge the duties of their station were they not to submit this subject to the consideration of the National Legislature.

"The undersigned therefore respectfully submit the subject of this memorial to the consideration of Congress and pray that the boundary line between this Territory and the State of Ohio may be run and established agreeably to the Ordinance of Congress of 1787, and the several acts of Congress heretofore passed upon the subject."

The memorial was signed by Lewis Cass, governor; Augustus B. Woodward, John Griffin and James Witherell, judges. It produced the desired effect, for on June 24, 1818, William H. Crawford, then secretary of the treasury, directed the commissioner of the general land office "to have the northern boundary of Ohio run and marked in conformity with the act of May 20, 1812—that is, on a due east and west line."

THE FULTON LINE

Pursuant to Mr. Crawford's instructions, John A. Fulton was employed to make the new survey. He did not determine the latitude of the southern extremity of Lake Michigan, but began at the present northwest corner of Ohio, where the Harris line east from that lake intersected the north and south line between the states of Indiana and Ohio. Neither did he establish the latitude where the line crossed the Maumee River, nor where it intersected the shore of Lake Erie. His plat showed variations of latitude at various points along the line. Notwithstanding these discrepancies, when the United States came to survey the lands purchased of the Indians, a few years later, the Fulton line was accepted as a base for the formation of townships, ranges and sections. This gave the people of Michigan an opportunity to gloat over their victory.

The Fulton line ran a few rods north of the southern boundary of Jerusalem and Oregon townships, Lucas County, and continued west through the townships of Adams, Springfield and Spencer. Had it been finally accepted, the City of Toledo and more than half of Lucas County would now be in the State of Michigan. In such case it is not likely there would have been any Lucas County, and Toledo would have been merely the tail of Detroit's kite.

Ohio, however, refused to accept the Fulton survey and proceeded, wherever the population was sufficient, to organize townships, etc. Both claimants endeavored to exercise jurisdiction by the appointment of local officials, levying taxes, etc., but nothing serious occurred for several years, during which the inhabitants of the disputed strip lived in a state of suspense. Duplicate copies of the Harris and Fulton surveys were forwarded to the secretary of the treasury in March, 1820, and one copy of each was transmitted by him to the President. There the whole matter rested until the Michigan authorities erected Port Lawrence Township in the spring of 1827. This again brought the boundary question before Congress and on March 18, 1828, the committee on territories of the House of Representatives submitted recommendations that the correct latitude of the several points on the Fulton line be accurately determined. Here Ohio gained a slight advantage, as the recommendations of the committee admitted the errors in the Fulton survey.

THE CANAL QUESTION

During the administration of President John Quincy Adams a great interest in internal improvements was manifested all over the country. Among the projects undertaken or proposed was that of connecting Lake Erie and the Ohio River by canals along Maumee and Wabash rivers. In March, 1827, Congress granted to the State of Indiana each alternate section of land in a strip ten miles wide along the line of the proposed canal. Andrew Jackson succeeded Adams on March 4, 1829. He was opposed to the policy of internal improvements by the General Government, but the land grant for the Miami and Wabash canal remained valid and Indiana conveyed to Ohio that portion of the grant situated within the latter state. In this way Ohio became interested and in March, 1834, the Legislature authorized Governor Lucas to appoint three commissioners to locate the line of the canal through the state. A survey of the canal route was made in that year and it

was found that the eastern terminus would have to be at a point on the Maumee River north of the Fulton line, in order to reach navigable water. (For a history of this canal see chapter on Transportation.)

When it became known that the terminus of the canal would have to be within the limits of the disputed territory, the boundary question became the one topic of discussion and the partisans of the rival claimants reached a state of almost frenzied excitement. The people of Michigan would have liked to have the canal constructed, but Ohio owned the land grant to pay for it, and it was not probable that the state would use the land to build a canal, the terminus of which would be in Michigan territory. In Chapter XVII is told how Benjamin F. Stickney and other residents of the disputed territory, who were at first inclined to favor Michigan's claims "changed front" when the canal question came up for consideration. On December 26, 1834, the Territorial Legislature of Michigan passed an act providing for the appointment of three commissioners to "negotiate and settle all questions in regard to the southern boundary of the territory," and recommended that Ohio be requested to coöperate.

THE WAR BEGINS

Gov. Robert Lucas, in his message to the General Assembly on February 6, 1835, said: "I have received from the acting governor of the Territory of Michigan a communication inclosing a copy of an act passed by the Legislative Council of the territory, providing for the appointment of commissioners to adjust the boundary between that territory and the State of Ohio. In the present case we cannot admit that the Legislative Council of the Territory of Michigan had any right to authorize a negotiation on the subject of a boundary, or that any arrangement entered into with commissioners appointed under their authority would be binding, even on Michigan herself, after she might become an independent state . . . . I would therefore recommend the passage of an act declaring that all counties bordering on the northern boundary of the State of Ohio shall extend to and be bounded on the north by the line running from the southern extremity of Lake Michigan to the most northern cape of the Maumee Bay, and that the county and township officers within these counties and townships be directed to exercise jurisdiction within their respective counties and townships thus extended."

When news of this action on the part of the governor reached Detroit, the Michigan Legislative Council sought to intimidate the Ohio Legislature from acting upon the recommendation by passing an act "to prevent the exercise of foreign jurisdiction within the limits of the Territory of Michigan." Heavy fines and imprisonment were provided by the act for any person who should "exercise or attempt to exercise any official functions within the limits of this territory, or any county thereof, by virtue of any commission or authority not derived from this territory, or from the United States," or any person who should accept office from any authority other than the Territory of Michigan or the United States. The Ohio Legislature promptly "called the bluff" and on February 23, 1835, Governor Lucas approved an act extending the Ohio jurisdiction to the Harris line, reestablishing Port Lawrence Township and erecting the Township of Sylvania. The act also provided for the appointment of three commissioners to resurvey and mark

the Harris line. John Patterson, of Adams County, Jonathan Taylor, of Licking, and Uri Seely, of Geauga, were appointed and instructed to begin their work on the first of the following April.

The fight was now on in earnest. On March 9, 1835, Stevens T. Mason, governor of Michigan Territory, addressed the following communication to Gen. Joseph W. Brown, commanding the Third Division of the Michigan militia:

"Dear Sir:—You will perceive that a collision between Ohio and Michigan is now inevitable, and you will therefore be prepared to meet the crisis. The governor of Ohio has issued a proclamation, but I have neither received it, nor have I been able to learn its tendency. You will use every exertion to obtain the earliest information of the military movements of our adversary, as I shall assume the responsibility of sending you such arms, etc., as may be necessary for your successful operation, without waiting for an order from the secretary of war, so soon as Ohio is properly in the field. Till then, I am compelled to await the direction of the war department."

General Brown issued an order for the transportation of arms and ammunition to Monroe; appointed Henry Smith, division inspector; Daniel S. Bacon, division paymaster; Charles Noble, aide-de-camp, and issued an address to the Michigan militia, in which he stated that "If there is an officer in the Michigan militia, who hesitates to stake life, fortune and honor in the struggle now before us, he is required promptly to tender his resignation, in order that his place may be more efficiently filled. . . . We are determined to repel with force whatever strength the State of Ohio may attempt to bring into our territory to sustain her usurpation, and let the consequences which may follow rest on the guilty heads of those who attempt to deprive us by force of our rightful jurisdiction."

In all this Michigan, like Don Quixote, was "fighting windmills." Ohio had made neither threat nor preparation to invade Michigan. The warlike preparations were ignored by the Ohio authorities, at least for a time. Shortly after the passage of the act of February 23, 1835, extending the Ohio jurisdiction to the Harris line, a meeting was held at Tremainesville to acknowledge allegiance to Ohio and make preparations for spreading the news among the inhabitants of the disputed strip that the jurisdiction had been so extended. General Brown, of Michigan, and civil officers from Monroe were present. Andrew Palmer afterward wrote to Governor Lucas that these persons were present "ostensibly to confer and consult with our citizens, but their real object was to overawe and divide the meeting." A resolution was adopted early in the proceedings declaring it "indecorous, improper and out of order for any person not interested as a citizen of Ohio to take part in any of the deliberations of the meeting."

Brown was acting under instructions from Governor Mason to attend the meeting and ascertain what public officers, if any, were working in the interest of Ohio, in order that they might be arrested under the Michigan act of February 12, 1835, and the civil officers were there to make the arrests. Brown also carried an order from the governor, which, despite the resolution above mentioned, he tried several times to read to the meeting, but failed to gain a hearing. After the meeting adjourned he read his order to the people, declared that the laws of Michigan should be enforced, and that before Ohio could extend her jurisdiction over the disputed territory, "she will have to march over the dead bodies of those who have heretofore

been under the jurisdiction of Michigan." His remarks were greeted with laughter and shouts of derision. It was no doubt this reception which led to Governor Mason's order of March 9th and General Brown's fiery proclamation.

On March 30, 1835, the commissioners of Williams County met and extended the county jurisdiction to the Harris line. This consummated the act of February 23d, Wood and Henry counties having previously taken such action. On March 31, 1835, Governor Lucas, accompanied by his staff, Gen. John Bell, commanding the Seventeenth Division of the Ohio militia, and the commissioners appointed to resurvey the Harris line, arrived at Perrysburg. General Bell mustered in a volunteer force of 600 men to protect the commissioners while engaged in their work. This force, commanded by Col. Mathias Vanfleet, went into camp at old Fort Miami, on the north side of the Maumee River, just below Maumee City. General Brown, accompanied by Governor Mason, arrived in Toledo with several hundred Michigan militia, to resist any attempt to run the line, or any other movement which they might regard as inconsistent with Michigan's claim. A distinguished lawyer afterward thus described the situation:

"The two governors, having made up an issue by legislative enactments, found themselves confronted by a military force that had been called out to enforce their respective legislative pleadings. Governor Mason, representing the tenant in possession, was content to rest at his ease. Governor Lucas, representing the plaintiff, had to open the trial."

Elections for township officers were held in the several townships on April 6, 1835, under the laws of Ohio. Two days later the sheriff of Monroe County, Michigan, acting under the order of General Brown, went to Toledo and arrested Dr. Naaman Goodsell and George McKay, who had been particularly active on election day. A few days later the same sheriff, with a posse of 200 men, again entered Toledo for the purpose of making further arrests, but the men he was after had learned of his coming and could not be found. Doctor Goodsell succeeded in making his escape and McKay, after some harsh treatment, was released.

PRESIDENT JACKSON INTERVENES

The legislative enactments and the belligerent attitude of the two commonwealths soon awakened a general interest in the boundary question, which became a topic for discussion throughout the nation. Early in the year 1835, a meeting at Detroit adopted a memorial protesting against the claims and actions of Ohio in asserting jurisdiction. The memorial was forwarded to President Jackson, who on March 7, 1835, referred it and other papers bearing on the subject to the attorney-general, Benjamin F. Butler, for an opinion. At the same time, seeing that Ohio was mainly interested in securing a port and harbor on the Maumee Bay, the President, without waiting for the attorney-general's opinion, set in motion a plan for a compromise. He appointed Richard Rush, of Philadelphia, and Benjamin C. Howard, of Baltimore, as special commissioners and instructed them to use their influence to put a stop to all hostile demonstrations, and, if possible, effect some sort of an arrangement by which Ohio could be given a lake port without sacrificing any of Michigan's interests.

Messrs. Rush and Howard arrived at Perrysburg while Governor Lucas was organizing his "army." They were accompanied by Elisha Whittlesey, of Ohio

who had volunteered his services as peacemaker. Their arrival brought a cessation of hostilities while they held several conferences with the two governors and examined witnesses. While they were thus engaged the attorney-general on March 21, 1835, rendered an opinion to the effect that the distinct assent of Congress had never been given to the actual and present extension of the northern boundary of Ohio; that until such assent should be given by Congress, the tract in dispute must be considered as forming, legally, a part of the Territory of Michigan; but there could be no reasonable objection to, and no harm could come from, the resurvey of the Harris line, as proposed by the Ohio authorities.

On April 7, 1835, the peace commissioners—Rush and Howard—made a report, in which they recommended: "1. That the Harris line be run and re-marked, pursuant to the act of the last session of the Ohio Legislature, without interruption. 2. The civil elections under the laws of Ohio having taken place throughout the disputed territory, that the people residing therein be left to their own choice of government, obeying one jurisdiction or the other, as they may prefer, without molestation from the authorities of either Ohio or Michigan until the close of the next session of Congress."

At the earnest solicitation of the commissioners and Mr. Whittlesey, Governor Lucas reluctantly agreed to accept the proposition. In making this concession he stated that he looked upon the agreement as only an armistice "until after the close of the next session of Congress;" that he did not trust Governor Mason, even if he accepted the report of the commissioners; but being the governor of a territory and subject to Federal authority, he might possibly be controlled by the President; and that it was only out of respect for the President that Ohio would consent to disband her troops.

AN INTERRUPTED SURVEY

Backed by the opinion of the attorney-general and the recommendations of the special commissioners, Governor Lucas proceeded with the resurvey of the Harris line. Engineer Dodge, engaged in the construction of the Ohio Canal, was selected by the commissioners—Patterson, Seely and Taylor—to make the survey. He reported at once at Perrysburg and after looking over the situation wrote to Samuel Forrer, one of the canal commissioners, as follows:

"Maumee, April 11, 1835.

"Dear Sir:—We shall start tomorrow for the northwestern corner of the state, and the next you hear from me, I shall probably inform you that I am in Monroe, the headquarters of General Brown. He was yesterday at Toledo, at the head of the sheriff's posse of 100 armed men. They came for the purpose of arresting those who have accepted office under the State of Ohio. He informed me that any attempt to run the line would be resisted by the whole force of the territory; that they had 300 men under arms at Monroe, and that 600 more would soon be there; that they have 1,500 stand of arms, taken from the United States arsenal at White Pigeon; that they did not mean to be rode over, rough shod, by Ohio. I told him the line would certainly be run. The governor of Ohio started on the 8th for Defiance and is entirely unprepared to meet the forces of Michigan. Our party consists of fifteen or twenty unarmed men; and if we proceed we shall

certainly be made prisoners, there not being a sufficient number to prevent surprise. I think the survey will be delayed.

"Yours, etc.,

"S. Dodge."

The surveying party commenced work at the northwest corner of the state on April 20, 1835. Equipped with Harris' field notes, which had been obtained from the surveyor-general, no difficulty was experienced in finding the correct starting point. All went well until Sunday, April 26th. What happened then is thus told in the report of the commissioners to Governor Lucas, dated May 1, 1835:

"On Saturday evening, the 25th ult., after having performed a laborious day's service, your commissioners, together with their party, retired to the distance of about one mile south of the line, in Henry County, within the State of Ohio, where we thought to have rested quietly and peacefully enjoy the blessings of the Sabbath —and especially not being engaged on the line, we thought ourselves secure for the day. But contrary to our expectations, at about 12 o'clock in the day an armed force of fifty or sixty men hove in sight, within musket shot of us, all mounted upon horses and well armed with muskets, under command of General Brown, of Michigan. Your commissioners, observing the great superiority of force, having but five armed men with us, who had been employed to keep a lookout and as hunters for the party, thought it prudent to retire, and so advised our men. Your commissioners, with several of their party, made good their retreat to this place (Perrysburg). But, sir, we are under the painful necessity of relating that nine of our men, who did not leave the ground in time, after being fired upon by the enemy, from thirty to fifty shots, were taken prisoners and carried away into the interior of the country. Those who were taken were as follows, to wit: Colonels Hawkins, Scott and Gould, Major Rice, Captain Bickerstaff and Messrs. Ellsworth, Fletcher, Moale and Ricketts.

"We are happy to learn that our party did not fire a gun in turn, and that no one was wounded, although a ball from the enemy passed through the clothing of one of our men. We have learned this day by some of the men who were arrested and have just returned, that they were taken to Tecumseh under the escort of the armed force, were there brought before a magistrate for examination, that they denied jurisdiction, but that six entered bail for their appearance, two were released as not guilty, and one—Mr. Fletcher—refused to give bail and is retained in custody. We are also further informed, by unquestionable authority, that on the Sabbath day an armed force of several hundred men were stretched along the line to the east of us, with a view to intercept us on our way.

"Under existing circumstances and in the present threatening attitude of affairs, your commissioners have thought it prudent, for the interest of the state, as also for the safety of her citizens, and to prevent the threatened effusion of blood, to withdraw from the line at present and suspend the further prosecution of the work, until some efficient preparatory measures can be taken which will insure the completion of the undertaking."

From this report it would seem that Governor Lucas' distrust of Governor Mason was not without foundation. The Ohio militia had been disbanded at the time the report of the Commissioners Rush and Howard had been accepted, but Mason, in the face of that report and the opinion of the attorney-general, still retained a force under arms to prevent the survey of the Harris line. Perhaps the

best excuse that could have been offered for his conduct was his youth (he was barely twenty-one) and lack of experience. A copy of the above report was sent to the President, who forwarded it to Governor Mason and asked for an explanation. Mason returned a report of William McNair, the under-sheriff who made the arrest, in which he stated that the men arrested were all armed and resisted arrest; that the men were not arrested by General Brown, but that Brown accompanied him (McNair) merely as a "friend and citizen of Michigan without official position," etc. But Mason failed to explain why he had ordered the arrest of the men, or why he resisted the running of the line, and made no promises for the future.

EXTRA LEGISLATIVE SESSIONS

The next step on the part of Governor Lucas was to call an extra session of the General Assembly, to meet on June 8, 1835. Throughout the session of thirteen days there was some division of opinion as to the course to be pursued, though all the members were in favor of upholding Ohio's rights in the boundary case. At this session the report of the Commissioners Rush and Howard was conditionally accepted. The act provided that "If the terms of such agreement shall be faithfully regarded by the United States, and all proceedings of the Michigan authorities against citizens of Ohio be annulled, then the laws of Ohio inconsistent with such arrangement with Rush and Howard, shall be suspended until the close of the next session of Congress. But if the United States meantime, or any authorities acting under the United States, do anything inconsistent with said arrangement, or the criminal proceedings in Michigan not be annulled, then this act to be void."

An appropriation of $300,000, or so much thereof as might be necessary, was made for the purpose of carrying into effect the measures adopted by Ohio for enforcing her claims against interference by Michigan authorities or citizens. Another act was "to prevent the forcible abduction of citizens of Ohio." It was intended to counteract the laws enacted by the Legislative Council of Michigan and prevent arrests for political reasons. Violations of the law were made punishable by confinement in the penitentiary for not less than three nor more than seven years. But the most important act passed during the session was that erecting Lucas County and directing that a term of the Common Pleas Court be held in Toledo on the first Monday in September.

Governor Mason called an extra session of the Michigan Legislative Council to meet on August 17, 1835. There was nothing conciliatory in the acts of that session. The report of the survey commissioners, which had been sent to Governor Mason by the President, was referred to a special committee, of which James Duane Doty was chairman. On the 19th the committee made a report sustaining the governor. "We are not," said the report, in referring to the Rush-Howard agreement, "disposed to regard these propositions as emanating from the President, but rather as the suggestions of two eminent individuals, which were promptly and properly rejected by the executive of Michigan. Your committee, therefore, does not deem it advisable to investigate the merits of this arrangement, as they are of the opinion that it is entirely incompetent for this council to enter into any arrangement to permit the exercise of a foreign jurisdiction within the limits of Michigan established by the ordinance and acts of Congress."

There is little doubt that in appointing the members of the committee, the gov-

ernor selected men who would uphold everything he had done, in order that his conduct might be justified in a report to the President. The report of the committee was unanimously approved on the 20th and the council adjourned.

LUCAS APPEALS TO JACKSON

Immediately after the adjournment of the Ohio Legislature on June 20, 1835, Governor Lucas appointed William Allen, David T. Disney and Noah H. Swayne as a special commission to go to Washington and confer with the President on the boundary question. After a conference with President Jackson, and at his suggestion, they submitted all the facts, in writing, to John Forsyth, secretary of state. In their communication they set forth in detail the arrangements entered into with Rush and Howard, and further said:

"The compromise bill of Ohio (as it is called) contemplates that this arrangement should be carried out, and that whatever has been done inconsistent with its provisions should be undone, or in other words: 1. That the pending recognizances and prosecutions under the Michigan act of February 12, 1835, should be discharged and discontinued. 2. That no new prosecutions under this act should be instituted. 3. That the Harris line shall be run and re-marked by the authorities of Ohio, without interruption from those of Michigan. 4. That no forcible opposition be made by the authorities of Ohio or Michigan to the exercise of jurisdiction by the other upon the disputed territory within the time specified, the citizens residing upon the territory in question resorting to the one jurisdiction or the other, as they may prefer.

"The President stated that he believed advice from the proper source, to the authorities of Michigan upon these points, would prove effectual. In this opinion we concur undoubtingly. The steps suggested would therefore remove all practical ject. Under such a state of things, we feel authorized to say, that while the authoridifficulty and prevent the possibility of an armed collision growing out of the subties of Ohio would, as far as possible, consistent with the arrangement of April 7th, exercise a peaceable jurisdiction upon the disputed territory, she would do nothing to prevent the exercise of a like jurisdiction by the authorities of Michigan, and thereafter as heretofore, she would manifest a spirit of the utmost forbearance, until Congress at its next session shall have acted upon the subject and settled authoritatively the contested question of right."

This statement of Ohio's position was presented to Mr. Forsyth on July 2, 1835, and the next day he replied as follows:

"Gentlemen:—Your letter of the 1st instant, written in your character of private citizens, was received yesterday. By the direction of the President, to whom it has been submitted, I now have the honor to reply.

"In everything that has been done or suggested by the President, or by his authority, in regard to the question of the northern boundary of Ohio, he has been influenced solely to prevent, without prejudice to the rights of any one, collisions between the authorities of the General, State or Territorial governments, that would be destructive to the public peace and bring dishonor on the institutions of the country. If his views and wishes have not been correctly understood in Ohio, he is happy to believe that the free communications which you have had with him,

and with the head of this department, will enable you to correct the misapprehensions that may exist upon the subject in any quarter.

"This department has never been advised by Messrs. Rush and Howard of the arrangements stated in page 30 of the documents published at Columbus, by order of the State of Ohio, to which you refer as having been entered into by (with) them at Perrysburg.

"The President is, however, induced to believe from the recent proceedings of the Legislature of Ohio, as explained by your letter, and the late resolutions of the convention of Michigan, that an informal understanding may be produced, through the instrumentality of this department, which will meet the wishes of all and effect the great object he has been most anxious to promote—the mutual suspension until after the next session of Congress of all actions that would by possibility produce collision. Supported in this belief by your letter, which he understands to be conformable to the wishes and instructions of Governor Lucas, the President, without taking upon himself any other character than that in which he has heretofore acted, will cause an earnest recommendation to be immediately sent to the acting governor of Michigan and the other authorities of the territory, whom he can rightfully advise in the performance of their duty, 'that no obstructions shall be interposed to the re-marking of Harris' line; that all proceedings already begun under the act of February shall be immediately discontinued, and that no prosecutions shall be commenced for any subsequent violations of that act, until after the next session of Congress; and that all questions about the disputed jurisdiction shall be carefully avoided, and if occurring inevitably, their discussion shall be postponed until the same period.'

"The President confidently trusts this recommendation, which he believes required by a regard for the public safety and honor, will be effectual with the authorities of Michigan, and will not fail to exercise all his constitutional power in this, as in every other instance, to preserve and maintain the public tranquillity."

FURTHER "OUTRAGES"

Although the State of Ohio, through the mission of Messrs. Allen, Disney and Swayne, had secured the direct promise of the President that he would advise that "no obstruction shall be interposed to the re-marking of Harris' line," etc., and the President's recommendation to that effect was forwarded to Governor Mason, it had no effect upon that official's conduct. On July 15, 1835, almost before the ink had dried upon the "recommendation," Deputy Sheriff Joseph Wood, of Monroe County, accompanied by Constable Lyman Hurd, arrived in Toledo for the purpose of arresting George McKay and Two Stickney. The two men were found at the hotel kept by J. Baron Davis, but they resisted arrest. Hurd attempted to arrest McKay, who was a strong Ohio partisan and had been arrested once before. McKay grabbed a chair and informed the constable that he would attempt to read a warrant at his peril. Hurd, concluding that discretion was the better part of valor, desisted. Wood approached Stickney, who asked if the warrant had been issued by Ohio or Michigan, stating that if it was from Ohio he would go peaceably, but he would never be taken on a Michigan writ. Wood thereupon laid his hand on Stickney's shoulder, when the latter drew a dirk knife and slightly wounded the deputy in the left side, remarking as he did so: "There, damn you, you

have got it now." McKay and Stickney then left the hotel and Dr. Jacob Clark was called in to attend to Wood's injury. He found that the knife had made a gash about four inches in length, but had not penetrated any vital part. After dressing the wound he told Wood he would be all right in a few days. The deputy was surprised and apparently disappointed that he was not more seriously hurt. He wanted to pose as a martyr. Not satisfied with Doctor Clark's report, he sent to Monroe for a physician whom he could trust. Doctor Southard came in response to the call and confirmed all that Doctor Clark had said. This was the only blood shed during the "war."

Two Stickney, not knowing just how badly he had injured Wood, fled to the interior of the state. Governor Mason made a requisition for his surrender, but Governor Lucas refused to honor it, on the ground that if any crime had been committed it was within the State of Ohio, and that Stickney must be tried in the state where the affray occurred.

The wounding of Wood exasperated the Michigan authorities and the sheriff of Monroe County, with an armed posse, determined to arrest Stickney and McKay at all hazards. Two Stickney could not be found and what happened is thus told in the "Toledo Gazette" of July 20, 1835:

"We have barely type and materials enough saved from the outrages we are about to relate, to lay the particulars before the public. On July 17th a body of 250 armed men, headed by the sheriff of Monroe County, Michigan, reached Toledo for the ostensible purpose of serving civil processes upon residents. They bore muskets with bayonets and after arresting seven or eight persons, including B. F. Stickney and George McKay, they proceeded to the office of the 'Gazette' and at once began an attack upon the printing press, making their entrance by splitting down the door, which was found locked. Much damage was done to the materials —knocking down the type prepared for the next issue of the paper and throwing it into confusion—a condition known to printers as 'pi.' No resistance could be offered to so large a mob, as many residents made odious to the Michigan force by their outspoken expression and free action, had withdrawn from the town to avoid arrest. After committing other violence and insulting women, the force withdrew to Monroe with their captives, who were thrown into prison at that place. Acting Governor Mason was said to have been at Monroe at the time of this visitation and directed the same."

Major Stickney refused to mount a horse. He was put there by force, but would not stay there. For some distance two men, one on each side, held him on, but at last, tired out by his resistance, they tied his feet together under the horse and in this way reached Monroe. He was confined for some time in the Monroe jail, as he afterward said, "peeping through the grates of a loathsome prison for the monstrous crime of having acted as judge of an election within the State of Ohio."

A MIDNIGHT COURT SESSION

It will be remembered that the act creating Lucas County provided that a term of the Common Pleas Court should be held in Toledo on the first Monday in September, 1835. On July 20, Judge David Higgins, presiding judge for the Second Judicial District, wrote to Governor Lucas that "while ready to undertake such service, regardless of personal consequences," he would feel acutely, as would

every citizen of Ohio, "the disgrace of capture and abduction by a Michigan mob, of a branch of the judiciary of the state, while actually engaged in the performance of judicial functions." He wanted to know whether the conditions would warrant the governor's sending a military force large enough to insure the protection of the court.

Governor Lucas relied largely upon the promise of the President to control the Michigan authorities, but late in July he notified the survey commissioners that work on the Harris line would be resumed on the 1st of September, and that he had sent 286 rifles and muskets to Fort Miami for the equipment of a force which he thought would be sufficient for the protection of their party. As the time for the holding of the court drew near, the Michigan authorities recognized the fact that if it should be held it would give Ohio some advantage in the boundary dispute, and determined to prevent it. Governor Mason again "mounted his war horse" and ordered the militia of the territory to mobilize at a place called Mulholland's in Monroe County, not far from the Harris line. When Governor Lucas learned of this movement, he called out part of the Ohio militia, and for a time it looked like civil war was imminent.

Col. Mathias Van Fleet was ordered to take 100 of the Ohio militia and protect the court. That officer, upon learning that a force of 1,200 Michigan militia was at Mulholland's, fully armed and equipped, informed Governor Lucas, who decided to resort to strategy. On Sunday evening, September 6, 1835, Colonel Van Fleet assembled his 100 men and the associate judges (Judge Higgins failed to put in an appearance), and addressed them as follows: "The first Monday in September begins at midnight tonight. Governor Lucas wants the court held, so that by its record he can show to the world that he has extended the laws of Ohio over the disputed territory, in spite of the vaporing threats of Governor Mason. If we furnish him that record we shall accomplish all that is required. Be prepared to mount your horses to start for Toledo at precisely one o'clock. I will be ready with an escort to protect you."

This took place at Fort Miami. Promptly at the hour named by Colonel Van Fleet, the three associate judges—Baxter Bowman, Jonathan H. Jerome and William Wilson—mounted their horses and under the escort of Colonel Van Fleet's "regiment" set out for Toledo. They were not preceded by a brass band, but moved as quietly as possible to the old school house which stood on the block bounded by Washington, Monroe, Erie and Michigan streets, arriving there about 3 A. M. Each man of the escort was armed with a rifle and two cavalry pistols. They surrounded the building to act as a guard, while the judges and other officials went inside to hold court. Junius Flagg was appointed temporary sheriff, and by the light of flickering candles the first term of the Common Pleas Court of Lucas County proceeded to business, Dr. Horatio Conant acting as clerk. His minutes were kept on loose sheets of paper. The record of the court was as follows:

"State of Ohio }
Lucas County } ss.

"At a Court of Common Pleas, began and held at the courthouse in Toledo in said county, on the 7th day of September, A. D., 1835. Present, the Honorable

Jonathan H. Jerome, Senior Associate Judge of said county, their Honors, Baxter Bowman and William Wilson, Associate Judges.

"The Court being opened in due form by the sheriff of the county; Horatio Conant being appointed clerk of said county, exhibited his bond, with sureties accepted by the Court, agreeable to the statute in such case made and provided.

"The Court appointed John Baldwin, Robert Gower and Cyrus Holloway commissioners for said county.

"No further business appearing before said Court, the Court adjourned, without day.

"J. H. Jerome,

"Associate Judge."

The session lasted only fifteen or twenty minutes and possibly the judges were a little nervous, knowing that they were liable to be arrested for violating the laws of Michigan Territory. As soon as the court adjourned their spirits revived and all agreed that the proper thing to do was to celebrate. Prohibition and the Volstead law were as yet undreamed of, so the entire party went to the hotel kept by Munson H. Daniels, near the intersection of Elm and Summit streets, where all joined in a drink. Willard V. Way, in the pamphlet already referred to, says: "While filling their glasses for a second drink, a mischievous wag ran into the tavern and reported that a strong force of Michigan men was close by, coming to arrest them. They dropped their glasses, spilling their liquor, and sprang for their horses with all possibe haste, leaving bills to be settled at a more leisure time. As they had accomplished the work intended, speed was of more importance than valor. A backward charge from the enemy was made at the top speed of their horses. They took the trail that led to Maumee, by way of the route nearest the river. They went at such furious speed that, if their charge had been made in the opposite direction towards the enemy, they would have pierced the most solid columns."

When they had gone some distance they halted to reconnoiter. Dr. Horatio Conant, the clerk of the court, had deposited the minutes in the crown of his high hat. In the mad rush for safety, he held to his hat with one hand while he guided his horse with the other. But in spite of his care, an overhanging limb caught the hat and swept it from his grasp. As soon as they came to a halt he reported to Colonel Van Fleet what had happened. For a little while consternation reigned. Without that hat and the record of the court, their labor would have been in vain. Colonel Van Fleet was, however, equal to the emergency. Ordering the clerk and two others to dismount and retrace their steps in search of the hat, the balance of the escort kept watch and covered the retreat. The hat and court record were recovered and the whole party then continued at a more leisurely pace to Maumee, arriving there about daylight.

GOVERNOR MASON REMOVED

As soon as Governor Mason learned that he had been outwitted, and that the court had actually been held, he began his preparations "to wipe Toledo off of the map." By noon of Monday, September 7th, less than nine hours after the court adjourned, General Brown was in Toledo with a force of 1,200 men, but it appears that he hardly knew just what he was expected to do. There were more or less drinking and petty pilfering during the afternoon and evening, though such action

was discountenanced by the officers in command. The next morning Governor Mason arrived and while addressing the troops, commending them for what they had done and exhorting them to greater deeds of valor, a messenger arrived with an official communication from President Jackson notifying him of his removal from the office of secretary and acting governor and the appointment of Charles Shaler in his place. This had a tendency to "flatten out" the invasion of Toledo and the next day the Michigan men returned to Detroit on the steamer "General Brady."

Mr. Shaler declined the office and John S. Horner, of Virginia, was appointed. He immediately entered into a friendly correspondence with Governor Lucas, the effect of which was to allay excitement and restore amicable relations, leaving the settlement of the question with Congress at the approaching session. Prisoners held by the Michigan authorities were released and indictments were dropped against all except Two Stickney, whom Governor Lucas still refused to surrender upon requisition. Maj. Benjamin F. Stickney was afterward paid $300 damages by the state, besides costs and expenses incurred by him in connection with his arrests in May and July, 1835.

END OF THE WAR

Several more pages might be filled with details and incidents, ludicrous and otherwise, connected with the "Boundary War," but the writer has endeavored to give all the principal facts relating to the matter in this chapter. Congress met on December 7, 1835, and it was not many days thereafter until bills to adjust the northern boundary of Ohio were presented in both House and Senate. In the meantime Michigan had held a state convention, framed a constitution, elected state officers, and was knocking at the door of Congress for admission. On March 1, 1836, the judiciary committee of the Senate, through its chairman, John M. Clayton, of Delaware, made a report on the bill to settle the boundary line of Ohio. This report said:

"We do not hesitate to say that, while Congress has not yet, in express terms, declared its satisfaction with the line now contended for by Ohio as her northern boundary, it has, in the most solemn manner, accepted her state constitution, recognized it, as made pursuant to a lawful authority to make it, conferred by an act which reserved the right to annex to Ohio, at any future period, a country embracing the whole territory in dispute; and has by these means, assented to the terms of the proviso, which is one of the essential features of the constitution. We say essential, because everything regarding her boundaries touches her sovereignty—her very being—as an independent state. We hold that by the acceptance of this constitution, Congress undertook, that if the fact should be hereafter satisfactorily ascertained that the southerly bend or extreme of Lake Michigan extends so far south, that a line drawn due east from it must intersect Lake Erie east of the Miami of the Lake (the Maumee), then, with the assent of Congress, the northern boundary should be the very boundary described in the bill before the committee, viz.: a direct line running from the southern extremity of Lake Michigan to the most northerly cape of the Miami Bay, etc. . . . . Congress cannot, consistently with the original understanding of the compact between that state and this Government, and those obligations which, though not strictly legal, are of great equi-

table and moral force among nations, as well as individuals, withhold its assent to the line in this bill."

The committee then refers to the old maps, in existence at the time the Ordinance of 1787 was passed, showing the south end of Lake Michigan so far north that a due east and west line would have struck the Detroit River some distance north of Lake Erie. Ten days after this report was made the bill fixing the northern boundary of Ohio according to the proviso in the state constitution passed the Senate by a vote of 37 to 3. On the 22nd of March Thomas H. Benton, one of the senators from Missouri, introduced a bill for the admission of Michigan, provided that state would accept the Harris line as the boundary between Ohio and Michigan, such acceptance to be expressed by a state convention. The Ohio delegation in Congress preferred the unequivocal declaration of the Clayton bill. There was considerable opposition to the adoption of the Harris line as the boundary. John Quincy Adams made an impassioned speech, in which he declared that in all his life he had never known "a controversy in which all the right was so clearly on one side and all the power so overwhelmingly on the other." Others equally advocated the cause of Michigan, but in the end the Clayton bill passed the House on June 15, 1835, without a division, thus fixing the Harris line as the boundary. Scribner's "History of Toledo" (p. 66), discussing the boundary question, says:

"In the main, this action of Congress was more in the nature of a compromise than a clear-cut decision upon the merits of the controversy. Congress is not a court of equity and the members thereof are sometimes actuated by motives other than a desire to give force and effect to the letter and spirit of existing law. What a chancery tribunal would have done, had a proper issue been joined and brought before it for adjustment, is of course problematical; but with the facts fully stated, and with the intent of the framers of the Ordinance of 1787 so apparent, it seems that exact justice would have placed the boundary line considerably farther north than it is. But following the strict letter of the Ordinance and the ensuing acts of Congress, a judge of the law would doubtless have named the Fulton line as the southern boundary of Michigan.

"But those were days of compromises in American politics, as is evidenced by the act of Congress admitting Missouri, the tariff law of 1833, etc., and in the settlement of the question of this disputed boundary line, the handiwork of a skilled peacemaker is also apparent. Michigan had applied for admission to the sisterhood of states, and to secure such recognition could be easily induced to surrender her claims to a narrow strip of land, averaging less than eight miles wide. As additional salve for her wounded pride, however, she was given as a part of her domain the large peninsula between Lakes Huron, Michigan and Superior, now so well known for its rich deposits of copper and other minerals. If 'the jingle of the guinea helps the hurt that honor feels,' when speaking of men, the same is doubtless true of states, and Michigan was abundantly compensated in mineral wealth for whatever damage was done to her escutcheon."

TOLEDO CELEBRATES

On June 25, 1835, just ten days after the passage of the Clayton bill by Congress, which established the northern boundary on the Harris line and admitted Michigan into the Union, the event was celebrated in Toledo. An account of the affair in the "Blade" says:

"The day was ushered in at sunrise by the firing of cannon and ringing of bells. Appropriate banners waved from hotels and public buildings. At 8 P. M. the citizens (such as had a mind to the occasion), with many distinguished visitors, assembled at the Mansion House and marched to the schoolhouse in which the memorable court was held the year before, where a short address was delivered by Emery D. Potter, Esq., when the procession returned to the hotel for a dinner 'prepared in Mr. Segur's best style,'" etc.

After dinner was served a number of toasts were given, among them the following: "Toledo—The great outlet of the states of Ohio, Indiana and Illinois; destined within a short period to be the great city of the West," A. J. Underhill, of New York. "The Buckeyes of Lucas County—Ready and willing to yield when wrong, but firm and united in repelling the encroachments of their Wolverine neighbors," J. R. Beardsley, of Oswego, New York. "The Orator of the Day—May he grow in usefulness with the growth of our thriving village," Roswell W. Cheney, of Toledo. To the last sentiment Mr. Potter responded briefly, closing his remarks with this statement: "From the time that I arrived here, six months ago, a stranger, I have never had reason to regret the adoption of this place as my future home."

The festivities were concluded by a grand display of "fire balls," i. e., balls of soft cotton wicking soaked in turpentine and then ignited. Many Indians were in town, most of them dressed in loose calico shirts, and were enjoying the pyrotechnic display as the "fire balls" were hurled into the air, when one of the balls struck an Indian and set fire to his shirt. This gave the ubiquitous small boy his opportunity. Balls were thrown among the Indians indiscriminately and they made haste to mount their ponies and get out of range.

The bitterness between Ohio and Michigan, resulting from an error in geography, was soon forgotten and the citizens of the two commonwealths became united in a common interest.

CHAPTER XI

THE WAR WITH MEXICO

EVENTS PRECEDING THE WAR—AMERICAN SETTLEMENTS IN TEXAS—FORMATION OF THE MEXICAN REPUBLIC—TEXAS REVOLTS AGAINST MILITARY DICTATORSHIP—ANNEXED TO THE UNITED STATES—WAR DECLARED BY CONGRESS—OHIO'S RESPONSE TO CALL FOR VOLUNTEERS—TREATY OF GUADALUPE HIDALGO—CAPT. DANIEL CHASE—ROLL OF HONOR.

The greater part of the present State of Texas was originally included in the Province of Louisiana. When Spain ceded Florida to the United States in 1819, she received in return all that part of the Louisiana Purchase included within the limits of Texas, which then extended northward to the forty-second parallel of latitude. Prior to this time no attempt had been made to found settlements in Texas, the territory being left unpeopled to act as a barrier between the United States and the Spanish settlements in Mexico. After Mexico won her independence in 1821, the new government adopted the policy of developing the region so long neglected. To inaugurate this policy, Moses Austin, of Connecticut, was granted a large tract of land, on condition that he establish a colony of not less than three hundred American families thereon. He died soon afterward, but the land grant was confirmed to his son, Stephen Austin, who was given the privilege of increasing the number of families to five hundred. Under this arrangement, the nucleus of American settlement was planted in Texas during the next two years.

On October 4, 1824, the people of Mexico adopted a constitution, under which the Mexican Republic was formed. It was composed of separate states, one of which included the territory now comprising the State of Texas and the Mexican State of Coahuila. This state adopted a constitution modeled after those of the states of the American Union. During the next ten years the number of American settlers greatly increased. In 1835 a military revolution broke out in the City of Mexico, which was powerful enough to subvert the constitution of the republic and those of the several states and establish Gen. Miguel Barragan as military dictator. Upon his order the Mexican Congress issued a decree converting the states into mere departments of a central government. Such a policy did not meet with the approval of the American settlers and the Austin colony soon became arrayed in opposition to the military dictator. Under the leadership of Gen. Samuel Houston, of Tennessee, these Americans instituted an armed revolt in 1835 and on March 2, 1836, they promulgated a declaration of independence, to the effect that "all political connection with Mexico is forever ended and the people of Texas do now constitute a free, sovereign and independent republic."

General Santa Anna, who had succeeded Barragan as dictator, was then marching with an armed force against the Texas revolutionists and four days after the

adoption of the declaration of independence occurred the historic massacre of the Alamo. This dastardly deed was avenged on April 21, 1836, in the battle of San Jacinto, where the Mexicans were ingloriously defeated by the Texans under General Houston. Santa Anna was captured and the following month, while still a prisoner, he entered into a treaty recognizing the independence of the Texas republic, with the Rio Grande as the western boundary. The constitution of Texas was ratified by the people in September, 1836, and General Houston was elected president.

ANNEXED TO THE UNITED STATES

More than one hundred thousand emigrants from the United States had settled in Texas prior to the recognition of the republic by General Santa Anna. After the adoption of the constitution it was not long until President Houston and others opened negotiations for the annexation of the republic to the United States. They called attention to the fact that the United States had in the past made repeated offers to purchase the territory, but all such offers had been rejected by Mexico, and that now was an opportunity to acquire all the country down to the Rio Grande on easy terms.

In the United States sentiment was divided. While many were in favor of annexation, others argued that to annex Texas was to invite a war with Mexico. The Democratic national convention of 1844 adopted a platform declaring in favor of annexation and nominated James K. Polk, an intimate friend of General Houston, as the party's candidate for President. The Whigs nominated Henry Clay as their candidate and declared themselves as "unalterably opposed to the annexation of Texas." Thus the issue was placed squarely before the people.

Polk was elected and the people having expressed themselves in favor of annexation, Congress on March 1, 1845, passed the annexation bill, which was immediately signed by President Tyler, three days before Polk was inaugurated. The bill provided that certain conditions should be complied with by the Texans before it became effective. These conditions were accepted by an almost unanimous vote and the Texas Republic became a part of the United States. On December 29, 1845, Texas was admitted into the Union as a state.

WAR DECLARED

The annexation and admission of Texas were displeasing to the Mexican Government, which for ten years had entertained hopes of regaining possession of the territory. It soon became apparent that the Whig prophecy that to annex Texas was to invite a war with Mexico was likely to be fulfilled. Early in 1846 General Arista began the mobilizing of a large Mexican force directly south of the Rio Grande. At that time the military forces of the United States in the Southwest were commanded by Ben. Zachary Taylor, who was ordered to take possession of the country down to the Rio Grande and hold it against the Mexicans until the boundary question could be settled.

With his "Army of Occupation" Taylor moved into Texas. After establishing a depot of supplies at Point Isabel, on the Gulf coast about thirty miles east of the

mouth of the Rio Grande, he moved over to that stream and built Fort Brown (now Brownsville) opposite the Mexican Town of Matamoras, where General Arista had his headquarters. Taylor's daring spurred the Mexican commander to action. He invaded Texas, but was defeated in the battles of Palo Alto and Resaca de le Palma. News of these engagements awakened the war spirit throughout the United States. With the exception of a few disappointed leaders, the Whigs forgot the old political differences of opinion regarding annexation and men of all parties offered their services to put a stop to Mexican aggression. On May 11, 1846, two days after the battle of Resaca de la Palma, Congress declared that "war already exists by act of the Mexican Government." The sum of $10,000,000 was placed at the disposal of the administration and the President was authorized to accept the services of 50,000 volunteers. President Polk approved the act on May 13, 1846, and called for eighty-seven and a half regiments—the half regiment to be furnished by the District of Columbia and the others to be made up of volunteers and militia in the several states.

OHIO'S RESPONSE

Of the troops called for by President Polk, ten regiments were to be assigned to the regular army. Ohio was not slow in furnishing her share of the volunteers. A company was raised in Lucas County, but unfortunately for the historian the muster rolls have not been preserved. It was commanded by Capt. Daniel Chase, but was not called into service until the spring of 1847. On May 18, 1847, it left Toledo for Vera Cruz. The Toledo Guards, commanded by Capt. Austin Willey, escorted the company to the steamboat landing. Just before embarking, Judge Myron H. Tilden presented Captain Chase with a sword—the gift of the people of Toledo. Captain Chase accepted the sword with a few well chosen remarks, after which the company went on board the waiting steamboat and began their journey to the seat of war.

After an uneventful voyage, the company reached Vera Cruz, where it was assigned to the Fifteenth United States Infantry as Company B. Almost immediately Gen. Winfield Scott began his advance on the City of Mexico, the Fifteenth participating in most of the engagements of the campaign. The regiment especially distinguished itself on the storming of Chapultepec, near the City of Mexico, which was quickly followed by the capitulation of the Mexican capital.

TREATY OF GUADALUPE HIDALGO

When James K. Polk was inaugurated on March 4, 1845, it was his ambition to acquire California, though the means by which his dream was to be realized were not clear in his mind. The territory might be acquired by conquest; it might be secured by filling it with emigrants from the United States, who would ultimately bring it into the Union as Texas had been annexed; or it might be possible to win the good will of the inhabitants, many of whom were already chafing under Mexican rule. Early in 1846, nearly three months before the declaration of war, Lieut. John C. Fremont's expedition entered the Sacramento Valley and a fourth plan for the acquisition of the territory was introduced. Fremont established a sort of provisional government, known as the "Bear Flag Republic," under the control of

the American settlers in the valley. When war was declared in May, the Bear Flag was replaced by the Stars and Stripes without any objection on the part of the Mexican inhabitants.

During the summer of 1846 Col. Stephen W. Kearney led an expedition into the Southwest and captured the Town of Santa Fe. New Mexico was thus acquired without serious opposition. By the close of the year 1846, practically all the territory desired by the administration was held by the military forces of the United States, though Mexico still remained unconquered.

In the spring of 1847, about the time the Lucas County company left for the front, President Polk sent Nicholas P. Trist, chief clerk in the department of state, to General Scott's headquarters for the purpose of entering into negotiations with the Mexican Government for the restoration of peace. Scott objected to any interference with his plans and it was not until after the fall of the City of Mexico that Trist was able to open negotiations. He had been instructed by the President to demand, among other things, the cession of California and New Mexico and the recognition of the Rio Grande as the international boundary.

On February 2, 1848, Trist succeeded in concluding the Treaty of Guadalupe Hidalgo (a small place on the outskirts of the City of Mexico), which embodied these features. By this treaty Mexico ceded to the United States all her territory north of the Rio Grande, comprising the present states of Arizona, California, Nevada, New Mexico and Utah, the western part of Colorado and the southwest corner of Wyoming. For this great tract of country Mexico received the sum of $15,000,000 and the United States further agreed to assume the payment of claims held by the citizens of this country against the Mexican Government, provided the total of such claims did not exceed $3,250,000.

CAPT. DANIEL CHASE

Capt. Daniel Chase, who commanded the Lucas County company in the Mexican war, came to the Maumee Valley in 1834, being at that time about thirty-two years of age. He was a brother of Dr. James L. Chase, who came to Toledo about two years later. Daniel Chase was a land speculator, though of a better type than a majority of speculators. In November, 1835, he purchased part of the Indian reservation of the Chief Au-to-kee, of James W. Knaggs, and the same day he purchased Presque Isle. Altogether he owned some twelve thousand acres of land in the Maumee Valley, a considerable part of which is now within the city limits of Toledo. He was president of the Bank of Manhattan and in 1837 was one of the organizers of the East Manhattan Land Company.

While leading his company at the storming of Chapultepec, he was wounded and received honorable mention in General Scott's report. At the close of the Mexican war, General Scott recommended him for colonel in the regular army and he was so commissioned. At the beginning of the Civil war in 1861, he was serving under General Twiggs, who joined the Southern Confederacy and the command was broken up by his treason. Colonel Chase started for Toledo and was at the battle of Wilson's Creek, Missouri, August 10, 1861, where Gen. Nathaniel Lyon was killed. Soon after reaching Toledo he was appointed major and served on the staff of General McPherson. During the siege of Vicksburg he commanded a regiment

and was wounded in an assault upon the Confederate works. In 1865 he was placed upon the retired list, with the rank of colonel, being at that time sixty-four years of age. He died at Toledo on June 24, 1877.

ROLL OF HONOR

The Mexican Government was not altogether satisfied with the treaty made by its representatives with Mr. Trist. Attorney-General Clifford and Senator A. H. Sevier, of Arkansas, were appointed special commissioners by President Polk to secure its ratification. While these negotiations were pending, the United States troops remained in Mexico to preserve order and maintain the advantage already gained. The Fifteenth Infantry was on duty in some of the small towns near the City of Mexico, where the Mexican climate proved to be more deadly than Mexican bullets. From the correspondence and reports of Captain Chase, it is learned that the Lucas County company lost thirty-four men while in service. This roll of honor is as follows:

Chester G. Andrews, killed in battle near the City of Mexico, August 20, 1847.
Jonas G. Anglemyer, died of wounds received at the storming of Chapultepec.
John Ball, died in hospital at New Orleans, Louisiana, August 20, 1847.
Edward Bennett, died in hospital at Puebla.
Solomon Blenbaugh, died in hospital at the City of Mexico, October 6, 1847.
Charles Carroll, died in hospital at Puebla.
Joseph F. Clark, wounded in battle near the City of Mexico, August 20, 1847, and died a few days later.
Chauncey Crego, died in hospital at San Borgia, September 3, 1847.
Joseph Cummings, died in hospital at Puebla.
William Davis, died in hospital at Puebla.
Samuel Garrison, died in hospital at Puebla.
William Gee, died in hospital at Puebla.
Robert Graves, killed in action at the City of Mexico, September 14, 1847.
——— Hann, died at hospital at Puebla.
Joseph Hickory, died in hospital at Vera Cruz, June 22, 1847.
George Holder, died in hospital at Puebla.
George W. Hough, died in hospital at Perote, July 15, 1847.
Isaac L. Huyck, died in hospital at Chapultepec, November 19, 1847.
Samuel Jennings, died in field hospital near Jalapa, June 26, 1847.
Robert Kinkley, died in hospital at Puebla.
Thomas L. Kolloch, died in hospital at Chapultepec, December 15, 1847.
Thomas Marks, died near Santa Fe, June 19, 1847.
Jacob Reid, died in hospital at Perote, July, 1847.
William Reigert, died in hospital at Puebla.
David Robinson, died in hospital at Chapultepec, November 19, 1847.
Noble Robinson, died in hospital at Perote, July 3, 1847.
James W. Skoen, died in hospital in the City of Mexico, September 27, 1847.
John Sleath, killed in action near the City of Mexico, August 20, 1847.

Charles Smith, died in hospital at Puebla.
Ephraim Smith, died in hospital at Puebla.
Leander P. Stoddard, died in hospital at Puebla.
Aaron Strevor, died in hospital at Puebla.
Charles Tupel, died in hospital at Puebla.
Calvin Waggins, died in hospital at Puebla.

It is a matter of regret that more of the history of this company cannot be given. The Fifteenth Infantry was mustered out on August 21, 1848, when the survivors of the Lucas County organization returned home and were given a cordial reception. From the above list of casualties it is evident that the members of Company B did not shirk their duty, and by their conduct reflected honor upon the county which sent them to the front.

CHAPTER XII

CIVIL WAR—1861-1865

CAUSES OF THE WAR—THE SLAVERY QUESTION—MISSOURI COMPROMISE—KANSAS-NEBRASKA BILL—SECESSION—STAR OF THE WEST INCIDENT—FALL OF FORT SUMTER—LINCOLN'S PROCLAMATION—HOW LUCAS COUNTY RESPONDED—FOURTEENTH OHIO INFANTRY—GEN. JAMES B. STEEDMAN—TWENTY-FIFTH INFANTRY—TWENTY-SEVENTH INFANTRY—THIRTY-SEVENTH INFANTRY—JOHN S. KOUNTZ — FORTY-SEVENTH INFANTRY—SIXTY-SEVENTH INFANTRY — EIGHTY-FOURTH INFANTRY — ONE HUNDREDTH INFANTRY — ONE HUNDRED AND ELEVENTH INFANTRY — GEN. ISAAC R. SHERWOOD — ONE HUNDRED AND TWENTY-EIGHTH INFANTRY—ONE HUNDRED AND THIRTIETH INFANTRY—ONE HUNDRED AND EIGHTY-SECOND INFANTRY—ONE HUNDRED AND EIGHTY-FOURTH INFANTRY—ONE HUNDRED AND EIGHTY-NINTH INFANTRY—THIRD OHIO CAVALRY—BATTERY H, FIRST LIGHT ARTILLERY—TWENTY-FIRST INDEPENDENT BATTERY—THE WORK AT HOME.

The causes of the war between the North and South—between the free and slave states—dates back to the colonial period. Negro slavery was introduced in what is now the United States in 1619, when a Dutch trader sold a few negroes to the planters of the Jamestown colony. The custom of owning negro servants, or slaves, gradually spread to the other colonies and almost from the very beginning of the American Republic the slavery question became a "bone of contention" in politics. The first clause of Section 9, Article I, of the Federal Constitution provides that "The migration or importation of such persons as any of the states now existing shall think proper to admit shall not be prohibited by Congress prior to the year 1808."

The adoption of this clause was regarded as a victory for the slaveholding element, as under it Congress had no power to limit or interfere with the foreign slave trade until 1808. But in that year an act was passed prohibiting any further traffic in or importation of negro slaves. By 1819 seven of the original thirteen states had made provisions for the emancipation of the slaves within their borders, but in the other six the institution of slavery was retained. In the meantime Kentucky, Louisiana, Tennessee, Mississippi and Alabama had been admitted into the Union with constitutions permitting slavery. On the other hand Vermont, Ohio, Indiana and Illinois had been admitted as free states, so that the country was evenly divided—eleven free and eleven slave states. Maine was admitted as a free state in 1820 and the advocates of slavery sought to have Missouri admitted as a slave state in order to maintain the equilibrium in the United States Senate. After a long and somewhat acrimonious debate, that state was admitted under the act known as the Missouri Compromise, which provided for the admission of Missouri without any restrictions as to slavery, but expressly stipulated that in all the remaining portion

of the Louisiana Purchase north of the line of 36° 30′ slavery should be forever prohibited.

During the next twenty-five years the slavery question remained comparatively quiet, owing to the admission of free and slave states in equal number. Arkansas came into the Union as a slave state in 1836 and was balanced by the State of Michigan; the slave state of Florida, which was admitted in 1845, was offset by the admission of Iowa as a free state in 1846. At the conclusion of the Mexican war in 1848, the United States came into possession of a large expanse of territory, including the present states of Arizona and New Mexico; nearly all of California, Nevada and Utah; and portions of Colorado and Wyoming. To this vast region the advocates of slavery laid claim and again the question came before Congress. The opponents of slavery held that the Omnibus Bill of 1850, which provided for the admission of California and the organization of Utah Territory, was a violation of the provisions of the Missouri Compromise, because it sought to carry slavery north of the line of 36° 30′. Four years later the Kansas-Nebraska Bill was passed, adding fresh fuel to the already raging flames. Its passage was the principal cause that led to the organization of the Republican party, which opposed the extension of slavery to any new territory of the United States whatever.

SECESSION

In the political campaign of 1860 the issues were clearly defined and some of the slave states declared their intention to withdraw from the Union in the event of Abraham Lincoln's election to the Presidency. The people of the North looked upon these declarations as so many idle threats, made merely for political effect. Through a division in the Democratic party, Mr. Lincoln was elected and on December 20, 1860, South Carolina carried her threat into effect, a state convention adopting an ordinance of secession, declaring that the state's connection with the Union was severed, and that all allegiance to the Government of the United States was at an end. Mississippi followed with a similar ordinance on January 9, 1861; Florida seceded on January 10th; Alabama, January 11th; Georgia, January 19th; Louisiana, January 26th, and Texas, February 1st.

Delegates from all these states except Texas met in convention in Montgomery, Alabama, February 4, 1861, and adopted a provisional constitution for a government to be called the "Confederate States of America." Jefferson Davis, of Mississippi, was elected provisional President and Alexander H. Stevens, of Georgia, provisional Vice President. They were inaugurated on February 22, 1861, the anniversary of the birth of George Washington. Consequently, when Mr. Lincoln was inaugurated on March 4, 1861, he found seven states in open rebellion and with an organized government in opposition to his administration. Notwithstanding this condition of affairs, the President, his advisers and the people of the North generally, clung to the hope that a reconciliation could be affected and that the citizens of the seceded states could be induced to return to their allegiance. Vain hope!

STAR OF THE WEST INCIDENT

Shortly after the secession of South Carolina the relations between the North and South became strained to the breaking point. Major Robert Anderson, then

in command of all the harbor defenses at Charleston, South Carolina, secretly removed his garrison and supplies from Fort Moultrie to Fort Sumter, because the latter could be more effectively defended in case of an assault. The people of the South claimed that this action of Anderson was a direct violation of an agreement with President Buchanan. The bitter feeling was further intensified when it was discovered that Anderson, prior to his removal, had spiked all the guns in Fort Moultrie.

The press of the North was practically unanimous in upholding Anderson's course and in demanding that supplies and reinforcements be sent to him, which would enable him to hold Fort Sumter against any assault likely to be made. At first President Buchanan, whose sympathies were with the South, paid no heed to these demands. But the persistent hammering of the Northern press finally resulted in the war department's ordering the steamer "Star of the West" to carry 250 men and a stock of ammunition, provisions, etc., to Major Anderson. It has been stated, on apparently good authority, that the secretary of war, at the time he issued the order for the conveyance of the supplies and reinforcements to Fort Sumter, also notified General Beauregard, in command of the Confederate forces at Charleston, of his action and about when the vessel might be expected. On January 9, 1861, while passing Morris Island, the "Star of the West" was fired on by a masked battery and forced to turn back. In the official records this affair is regarded as the beginning of the Civil war, though the popular awakening of the north did not come until some three months later.

FALL OF FORT SUMTER

Before President Lincoln's administration was a month old, General Beauregard made a demand upon Major Anderson for the evacuation of Fort Sumter. Anderson at first refused, but on April 11, 1861, seeing his supply of provisions running low, and having slight hopes of obtaining more, he advised Beauregard that he would vacate the fort on the 15th, "unless ordered to remain and the needed supplies are received." This proposition was not satisfactory to the Confederate commander, who was unable to understand the purport of that clause, "unless ordered to remain," etc. Buchanan was no longer President and the secretary of war was not inclined to furnish information in advance of the department's movements. Beauregard feared that the new administration might find some way of sending reinforcements and supplies to Fort Sumter that might enable Anderson to hold on indefinitely. In that case Sumter would be a constant menace to one of the Southern strongholds. Besides, the secession leaders throughout the South were demanding aggressive action.

After a conference with his officers, Beauregard decided upon an assault. A few minutes after three o'clock on the morning of April 12, 1861, he sent word to Major Anderson that fire would be opened upon the fort within an hour, unless a flag of truce was displayed as a signal of evacuation. No such flag was hoisted and at exactly 4:30 A. M. Capt. George Janes fired the signal gun from Fort Johnson, the shell bursting almost directly over the fort. A few seconds later a solid shot from a battery on Cumming's Point went crashing against the walls of the fort. The war had begun.

Anderson and his gallant little band promptly returned the fire and the bombard-

ments continued throughout the day. Late in the afternoon one of the casemates of the fort caught fire and the Confederates brought more artillery into action, hoping to force Anderson's surrender. That was on Friday. Anderson held out against the desperate odds until Sunday, the 14th, when he was permitted to evacuate the fort with all the honors of war, even to saluting his flag with fifty guns before hauling it down.

When the telegraph flashed the news of Sumter's fall through the loyal states of the North, all hope of bringing about a peaceable adjustment of the differences between the sections was abandoned. Party lines were obliterated. Political controversies of the past were forgotten in the insult to the flag. There was but one sentiment—"The Union must and shall be preserved." On Monday, April 15, 1861, the day following Anderson's evacuation of the fort, President Lincoln issued the following:

PROCLAMATION

"Whereas, the laws of the United States have been for some time past and now are opposed and the execution thereof obstructed in the states of South Carolina, Georgia, Alabama, Florida, Mississippi, Louisiana and Texas, by combinations too powerful to be suppressed by the ordinary course of judicial proceedings, or by the powers vested in the marshals by law:

"Now, therefore, I, Abraham Lincoln, President of the United States, in virtue of the power in me vested by the Constitution and the Laws, have thought fit to call forth and hereby do call forth the militia of the several states of the Union to the aggregate number of 75,000, in order to suppress said combinations and cause the laws to be fully executed. The details for this object will be immediately communicated to the state authorities through the War Department.

"I appeal to all loyal citizens to favor, facilitate and aid this effort to maintain the honor, the integrity and the existence of our National Union and the perpetuity of popular government, and to redress wrongs already too long endured.

"I deem it proper to say that the first service assigned to the forces hereby called forth will probably be to repossess the forts, places and property which have been seized from the Union; and in every event the utmost care will be observed, consistently with the objects aforesaid, to avoid any devastation, any destruction of, or interference with property, or any disturbance of peaceful citizens in any part of the country.

"And I hereby command the persons composing the combinations aforesaid to disperse and return peaceably to their respective abodes within twenty days from this date.

"Deeming that the present condition of public affairs presents an extraordinary occasion, I do hereby, in virtue of the power in me vested by the Constitution, convene both houses of Congress. Senators and Representatives are therefore summoned to assemble at their respective chambers at twelve o'clock, noon, on Thursday, the 4th day of July next, then and there to consider and determine such measures as, in their wisdom, the public safety and interest may demand.

"In witness whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

"Done at the City of Washington this 15th day of April, A. D., 1861, and of the Independence of the United States the eighty-fifth.

"ABRAHAM LINCOLN."

HOW LUCAS COUNTY RESPONDED

For weeks before the actual beginning of hostilities, many predicted that war was bound to come. Consequently, the assault upon Fort Sumter was not entirely unexpected. The "Toledo Blade" of Saturday, April 13, 1861, said editorially:

"The blow is struck! The time when the friends of Constitutional Government and Civil Liberty must take their position for or against the Government has arrived! The enemies of the Union and of Freedom have at last reached the point where they feel warranted in opening hostilities upon the Government they are bound by every consideration of loyalty and patriotism to support. . . . All that forbearance and moderation on the part of the friends of order could do, has been done to avert this shocking calamity. The history of the world furnished no parallel to either the madness of the offenders or the forbearance of the Government. In any other country on the Globe it would have been impossible for deliberate, protracted and extended armament against the Government to be carried forward openly and undisguisedly for months, as was the case in this instance.

"The practical question now for every citizen, is What is [my] duty? . . . We make no partisan appeal. We speak not to Republicans or to Democrats—native or foreign born—but to American Citizens, of all classes and divisions. There can be but one answer from an American heart, and that will be a prompt and patriotic pledge of support to the measures which the Government, or the chosen representatives of the nation, shall devise for the vindication of its authority and the preservation of our liberties. The man who takes this position, will be of the party of patriots—no matter what his past designation or association. And he who refuses to do so, should be known as a tory and a traitor to his country and his duty.

"In our own section we look for a unity of sentiment and action, which will nerve the hearts and sustain the hands of those in charge of the Government, and leave no doubt as to the position of Northwestern Ohio in this crisis. And here let us suggest that immediate steps be taken by our citizens, without distinction of party, to give expression to public sentiment on this great question."

The suggestion of the "Blade" found a ready response in the minds of the people. On the 15th, the very day the President issued his proclamation calling for 75,000 men, but before that fact became known in Toledo, about two hundred of the leading citizens signed a call for a meeting to be held that evening at the Union Depot. Commenting editorially upon this call the "Blade" said:

"The call in this paper for a public meeting at the Depot this evening, to one familiar with the names it bears, will testify to the universality of the Union feeling here. Men prominent in every walk of life, and more or less active in each of the political parties, have cheerfully and promptly pledged themselves to stand by the right. All semblance of partyism has disappeared and everybody is ready to express confidence in and sympathy with the Administration. Already do we hear of volunteers seeking opportunity for enlistment and, should a call be made, we doubt not large numbers could readily be obtained."

Philharmonic Hall, on Summit Street, was engaged for "Patriotic Headquar-

ters" and the "Blade" of the 17th said: "Many of our citizens are awaiting instructions from General Carrington, adjutant-general of Ohio, as to the mode of raising troops. Persons requiring information may call on Gen. C. B. Phillips, Gen. J. B. Steedman or George P. Este.

Men were already drilling at Philharmonic Hall, which had been converted into an armory. The first company of Lucas County volunteers was sworn in on April 17. Sheriff Henry D. Kingsbury, George P. Este, E. P. Bassett and John A. Chase were each raising a company and it was confidently stated that a regiment would be recruited in the military district within a week. On the 19th a committee, consisting of Robert H. Bell, Joel W. Kelsey and Augustus Thomas, announced that the citizens of Toledo had contributed sufficient funds to defray "the immediate necessary contingent expenses of the companies organizing in Toledo."

On the 23d three companies were organized and on the 24th Col. James B. Steedman, commanding, issued his order for the "Northwestern Ohio Regiment" to proceed the next morning for rendezvous at Camp Taylor, Cleveland. Ten companies formed at 7 A. M. on Magnolia and Superior streets and marched to the Union Station, where they were to entrain for Cleveland. Of this occasion the "Blade" said:

"Never has our city experienced such a day as the present. At early dawn the people from the country began to arrive in immense crowds, and the firing of cannon aroused our own citizens from their slumbers. By 9 o'clock there must have been ten thousand people on the streets. At the railroad depot the scene was truly grand. The crowd filled the entire space devoted to passenger trains; but after energetic effort by the police, a passage was made and the troops, in sections, marched to the cars. The regiment numbered 1,058 men, all told, composed mainly of young men. At 8 A. M. religious services had been conducted on the parade ground by Rev. H. B. Walbridge, of Trinity Episcopal Church. Much disappointment was felt by the Waynesfield Guards, Lieut. R. B. Mitchell, commanding, that the offer of that company had not been accepted by the President."

FOURTEENTH OHIO INFANTRY

Upon arriving at Cleveland the regiment was designated as the "Fourteenth Ohio Volunteer Infantry," with the following field and staff officers: James B. Steedman, colonel; George P. Este, lieutenant-colonel; Paul Edwards, major; Edwin D. Bradley, adjutant; Henry D. Kingsbury, quartermaster. Four companies in this regiment—A, B, I and K—were from Lucas County. The commissioned officers of these companies were as follows: Company A—S. Backus Moe, captain; Wilbur F. Stopford, first lieutenant; Frank N. Marion, ensign. Company B—Louis Von Blessingh, captain; John A. Chase, first lieutenant; William Schultz, second lieutenant. Company I—Caleb Dodd, captain; Dennis C. Leban, first lieutenant; James Marston, second lieutenant. Company K—George W. Kirk, captain; John F. Wallace, first lieutenant; Samuel Sherman, second lieutenant.

On May 18, 1861, the regiment was mustered into the United States service for three months, to date from April 27th. Four days later it moved to Zanesville, where it was armed and equipped, and the next day was ordered to Marietta. On the 27th of May it crossed the Ohio River into Virginia, where its flag was first

unfurled in the enemy's country. For a time it was employed in guarding the bridges of the Baltimore & Ohio Railroad. It was engaged at Philippi, Laurel Hill and Carrick's Ford, assisting to win at the last named place a decisive victory. It remained in Western Virginia until July 22, 1861, when the term of service having expired, it was ordered home. It reached Toledo on the 25th and on August 13th was mustered out.

The work of reorganizing the regiment for the three years' service, under President Lincoln's call for 300,000 volunteers, was immediately commenced. Many of the men reënlisted and by September 5, 1861, the regiment was again ready for the field. It was mustered in for three years with the same regimental officers as in the three months' service. Companies A, B, C, a large part of E, F, H, and I were raised in Lucas County. The commissioned officers of these companies at the time of muster in were: Company A—Henry D. Kingsbury, captain (promoted to major in July, 1862); Marshall Davis, first lieutenant; William B. Pugh, second lieutenant. Company B—George W. Kirk, captain; Edward S. Dodd, first lieutenant; Joseph B. Newton, second lieutenant; Company C—Jacob W. Brown, captain; Ezra B. Kirk, first lieutenant; John M. Hamilton, second lieutenant. Company E—John W. Wilson, captain (promoted to major in January, 1863); William B. Steedman, first lieutenant; William T. Bennett, second lieutenant. Company F—John A. Chase, captain; John I. Clark, first lieutenant; Josiah Johnson, second lieutenant. Company H—Wilbur F. Stopford, captain; Robert F. Just, first lieutenant; George E. Murray, second lieutenant. Company I—John W. McCabe, captain; Josiah Farmington, first lieutenant; Alexander Walp, second lieutenant.

On September 25, 1861, the regiment again left Toledo for the front. On October 2nd it reached Camp Dick Robinson, in Kentucky, where it remained until the morning of the 21st, when it was ordered to the relief of five companies of the Thirty-third Indiana Infantry, which were surrounded by the enemy on a knoll in a desolate region near Wild Cat. Two companies of the Fourteenth, under cover of a lively fire from Barnett's Ohio battery, crept through the thicket, carrying picks and shovels. In a little while the knoll was so intrenched that the enemy withdrew, leaving about thirty dead and wounded on the field.

This was the regiment's first engagement as a three years' organization. At Mill Springs on January 20, 1862, it was the first to "go over the top" and led in the pursuit of the retreating enemy. It was next at Shiloh and the siege of Corinth in April; then at Chickamauga and Missionary Ridge; took part in the Atlanta campaign in 1864; marched with Sherman to the sea, and was with that commander when Gen. Joseph E. Johnston's army surrendered to him at Durham Station, North Carolina in April, 1865. From there it went to Washington, D. C., where it participated in the grand review of the Union armies. On July 11th it was mustered out at Louisville and the Lucas County troops reached Toledo on the 21st.

GEN. JAMES B. STEEDMAN

Gen. James Blair Steedman was born in Northumberland County, Pennsylvania, July 29, 1817, of Scotch parentage, the eldest in a family of three children. His parents died while he was still in his boyhood and at the age of fifteen he began learning the printer's trade in the office of the "Lewisburg Democrat." Two years later he went to Louisville, Kentucky, where he worked at the case for a short time, but

gave up the peaceful occupation of typesetting to join Gen. Samuel Houston's expedition to Texas. After the establishment of the Texas Republic he returned to Pennsylvania, where he was employed for a short time on public works. In 1838 he came to Ohio, locating at Napoleon, where he was engaged in publishing the "Northwestern Democrat." While at Napoleon he was united in marriage with Miss Miranda Stiles, a native of New Jersey. Soon after his marriage he became a contractor of the Wabash & Erie Canal. In 1847 he was elected to the lower house of the Ohio Legislature and served two terms. He then joined a company bound for the California gold fields and in 1849 crossed the plains. After about a year in California, he returned to Ohio. From 1852 to 1857 he was a member of the Board of Public Works, most of the time as president of the board. In December, 1857, he was elected Congressional printer and about the same time was commissioned major-general of the Fifth Division, Ohio militia, which position he held until the breaking out of the Civil war in 1861.

Between the years 1857 and 1861 he was for some time editor of the "Toledo Times," and while occupying the editorial chair was admitted to the bar. In 1860 he was chosen as one of the Ohio delegates to the Democratic national convention at Charleston, South Carolina, where he did everything he could to secure the nomination of Stephen A. Douglas for the Presidency. The convention split on the subject of Southern Rights and General Steedman went with the northern wing of the party to Baltimore, where Mr. Douglas was nominated. The same year General Steedman was nominated for Congress in the Toledo district, but was defeated by James M. Ashley, the Republican candidate.

When the news came that Fort Sumter had been fired on, General Steedman was among the first to declare his loyalty to the administration of President Lincoln. He assisted in organizing the Fourteenth Infantry, of which he was made colonel, both during the three months' service and at the beginning of its three years' term. On July 16, 1862, he was promoted to brigadier-general. At the battle of Perryville, Kentucky, October 9, 1862, he maneuvered his brigade in such a manner as to win honorable mention in the report of General Buell. He was actively engaged at the battle of Stone's River late in December, 1862, and during the Tullahoma campaign early the next year was in command of a division. In July, 1863, he was assigned to the command of the First Division, Reserve Corps, which was commanded by Maj.-Gen. Gordon Granger.

On September 20, 1863, the second day of the battle of Chickamauga, the Reserve Corps was stationed at McAfee's Church, north of the main battle field, to protect the Union left against a flank movement. About noon, while a change was being made in the positions of some of the Union divisions, a temporary break occurred in the line. This was promptly taken advantage of by General Longstreet, who forced his column through the break cutting off the divisions of Crittenden, McCook and Sheridan, part of the troops retreating to Chattanooga before they could be rallied. It has been told that about two o'clock, Generals Granger and Steedman were sitting on the top of a hay rick near McAfee's Church, having climbed up there in the hope that, with the aid of their glasses, they could see what was going on farther up the Chickamauga Creek. Noticing that there was a lull in the firing, Steedman suggested to Granger that they "march over there," pointing southward to where Gen. George H. Thomas was making his gallant stand against Bragg's entire army.

GENERAL JAMES B. STEEDMAN

The Reserve Corps had no orders to enter the engagement, but after a little while General Granger gave the order to move over to the Rossville road and come up in Thomas' rear. Granger and Steedman were afterward criticized for acting without orders, but there is no question that their timely arrival helped to save the day at Chickamauga, as General Thomas' men were almost entirely out of ammunition and had repulsed one charge with the bayonet alone. It was Uncle Jimmy Steedman's suggestion to go "over there" which played an important part in winning for General Thomas the sobriquet of "The Rock of Chickamauga." The result of this movement was that Steedman was promoted to major-general.

General Steedman was with Sherman in the Atlanta campaign and when that officer began his famous "March to the Sea," was assigned to the command of the District of Etowah. A little later he joined General Thomas at Nashville. In the battle there on December 14, 1864, he was ordered by General Thomas to "make a feint" against the Confederate right to mask the main attack against the center. The "feint" was so vigorous that it amounted to an assault. The enemy's right was turned and in a short time Hood's army was in full retreat.

After the war General Steedman was assigned to the post of military commander of Georgia, where he served until July 19, 1866. He was then internal revenue collector at New Orleans until January, 1869, when he returned to Toledo. He resumed this connection with the press, becoming editor of the "Northern Ohio Democrat," which relation he held for most of the time until his death on October 8, 1883. In 1874 he was elected a delegate to the state constitutional convention; was state senator from the Toledo district in 1878; was a delegate to the Democratic national convention in 1880; was defeated for state senator in 1881, and his last public service was as chief of the Toledo police. He was prominent in Grand Army circles and was at one time commander of the Ohio Department. A little while after his death, William J. Finlay, for many years a personal friend of General Steedman, proposed to erect a monument to his memory at St. Clair Place—junction of Cherry and Summit streets. The city council set apart ground for the monument and changed the name of the site to Finlay Place. The base, nine feet square, is of Vermont marble. Resting on this base is a die, on the four sides of which are inscriptions giving the date of birth and death; the words "Carrick's Ford," "Perryville," "Chickamauga" and "Nashville," four battles in which he distinguished himself, and "Erected by W. J. Finlay." Above the die is a pedestal, surmounted by a bronze statue of General Steedman, a little larger than life size, standing with his field glass in his hand, as if to say "Always on the lookout for the enemy." The monument was unveiled on May 26, 1887. A few years ago it was removed to Riverside Park.

TWENTY-FIFTH INFANTRY

The next volunteer regiment in which Lucas County was represented was the Twenty-fifth Ohio Infantry. This regiment was made up of companies from different parts of the state, Company K being recruited in Lucas County. When it left Toledo on June 25, 1861, it was officered as follows: Jonathan Brown, captain; Nathaniel Haughton, first lieutenant; Harlan Millikan, second lieutenant. It was escorted to the railroad station by the Zouave Cadets and Fire Com-

pany No. 1, and joined the regiment at Camp Chase. On July 25, 1861, the regiment left for Virginia and its first service was along the Baltimore & Ohio Railroad, guarding that line of communication against "bushwhackers."

The regiment was engaged at Cheat Mountain, Greenbrier, Huntersville, Monterey, Cross Keys, Freeman's Ford, the second battle of Bull Run, Chancellorsville, Gettysburg, Hagerstown, Fort Wagner and a number of minor skirmishes. On July 16, 1864, those who did not reënlist were mustered out, but the veterans received a thirty-day furlough. They arrived at Toledo on February 4, 1864, were met at the station by a large number of citizens and a band, and escorted to Cherry and Summit streets, where they were welcomed in an address by Morrison R. Waite. Of the ninety-seven men of Company K who left Toledo in 1861, only fourteen came back on furlough in February, 1864. It is said that when the roll was called after the battle of Gettysburg, only four men responded to their names. The veterans and recruits were mustered out on June 18, 1866.

TWENTY-SEVENTH INFANTRY

This regiment was composed of men from all parts of the state. No company was raised in Lucas County, but the county was represented by John W. Fuller, colonel of the regiment; Rev. John Eaton, Jr., chaplain; Theodore Sawyer and James H. Boggis, each of whom held the rank of first lieutenant. Chaplain Eaton had served as superintendent of the Toledo public schools before entering the ministry. Lieutenant Sawyer was killed at Dallas, Georgia, May 27, 1864, and Lieutenant Boggis was promoted to the captaincy of his company.

Col. John W. Fuller was born in Cambridge, England, in July, 1827. When about six years of age he came to the United States with his parents, who settled in Utica, New York. There he attended school and afterward engaged in business as a merchant. In 1858 he came to Toledo, where he established a book store and also engaged in the publishing business in a limited way. When the war broke out in 1861, he promptly tendered his services and was for a time on the staff of Brig.-Gen. Charles W. Hill. When the Twenty-seventh Infantry was organized he was commissioned colonel by Governor Tod. The regiment was brigaded with the Thirty-ninth, Forty-third and Sixty-third Ohio regiments and served in Missouri, Mississippi and Tennessee. In the fall of 1862 Colonel Fuller was promoted to brigadier-general. In the Atlanta campaign of 1864 his command took an active part in the leading engagements. Early in July, 1864, he was assigned to the command of the First Division, Sixteenth Army Corps, which opened the battle of Atlanta on July 22, 1864. For his gallantry in that action he was made brevet major-general. He was with General Sherman on the march to the sea and the campaign through the Carolinas. At the close of the war he returned to Toledo and became a member of the wholesale shoe house of Fuller, Childs & Company. In 1874 he was appointed collector of customs for the Toledo district by President Grant and reappointed by President Hayes in 1878. In 1888 he retired from active business and passed the remainder of his life in the quiet enjoyment of his home and the association of his many friends.

STEEDMAN MONUMENT

THIRTY-SEVENTH INFANTRY

Under the call of President Lincoln in August, 1861, for 300,000 men, the Thirty-seventh Ohio Volunteer Infantry was organized. It was composed principally of Germans from Cleveland, Chillicothe and Toledo and was mustered in with Edward Siber as colonel. Lucas County furnished Companies B, G and K. When mustered in these companies were officered as follows: Company B—Louis Von Blessingh, captain (promoted to lieutenant-colonel); Henry Goeker, first lieutenant; Frederick Ingold, second lieutenant. Company G.—Frederick Schoening, captain; William Schultz, first lieutenant; John Hamm, second lieutenant. Company K.—Frederick M. Stumpf, captain; Andrew Huber, first lieutenant; George W. Temme, second lieutenant.

Colonel Siber had served in the German army before coming to America and in a short time his regiment had the reputation of being one of the best drilled in the Union army. The first service of the regiment was in West Virginia. In March, 1862, it was attached to the Third Provisional Brigade, Kanawha Division, which was sent on a raid into the southern part of West Virginia to destroy the Virginia & East Tennessee Railroad. On this raid the regiment lost 14 killed, 48 wounded and 14 reported missing. Late in the year 1862, under command of Lieutenant-Colonel Blessingh, the Thirty-seventh embarked on steamboats at Cincinnati and dropped down the Ohio and Mississippi rivers to Napoleon, Arkansas, where it was attached to the Third Brigade, Second Division, Fifteenth Army Corps.

Under Colonel Siber, the regiment took part in the military operations against Vicksburg. After the surrender of that city the regiment formed part of the expedition against Jackson, Mississippi. It was then engaged in Alabama and Tennessee and formed part of Burnside's expedition to drive Longstreet out of East Tennessee in the fall of 1863. Early in March, 1864, about three-fourths of the men reënlisted and the veteran Thirty-seventh took part in the Atlanta campaign of 1864. It was then with General Sherman in the march to the sea and the campaign through the Carolinas, which resulted in the surrender of General Johnston's army. On July 4, 1864, it arrived at Little Rock, Arkansas, where it remained on duty until August 12th, when it was mustered out and the men returned to Ohio.

On the muster roll of Company G appears the name of John S. Kountz as one of the musicians. He was born in Lucas County on March 25, 1846, and when only about a month over fifteen years of age enlisted as a drummer boy in the Thirty-seventh Infantry. With a man's courage and fortitude, he served with his regiment in all its marches and campaigns until the fall of 1863. On November 25, 1863, when the Union forces were preparing for the charge upon the enemy's position at Missionary Ridge, the drum corps was ordered to the rear. Young Kountz did not relish the idea of being left out of the game. Casting aside his drum, he fell in with his company and marched against the enemy's works. In the first assault he was wounded in the left leg and left on the field, under the fire of the Confederate guns, until rescued by a member of his company.

His wound proved to be so serious that amputation was necessary. As soon as he recovered sufficiently from the operation, he was discharged from the service and returned to his home in Toledo. After a year in school he took a position in

the county treasurer's office; was elected county treasurer when only twenty-five years old; was elected county recorder at the close of his term as treasurer, and later engaged in the insurance business. He was the first adjutant of Forsyth Post, Grand Army of the Republic; served three terms as post commander; was elected commander of the Ohio Department in 1881, and in 1885 was elected commander-in-chief of the Grand Army of the Republic. Thus the "Drummer Boy of Missionary Ridge" became a national character. Mr. Kountz died at Toledo on June 14, 1909.

FORTY-SEVENTH INFANTRY

Lucas County was represented in this regiment by Company I, which was organized at Toledo in June, 1861, and was mustered in with Hananiah D. Pugh, captain; Horace A. Egbert, first lieutenant; Hubert Steyer, second lieutenant. Lieutenant Egbert was drowned at Carnifex Ferry, Virginia, October 9, 1861, and Alonzo Kingsbury was made first lieutenant. A few days later he was appointed regimental quartermaster and William C. Wright became first lieutenant.

Frederick Poeschner, Jr., was commissioned colonel. He had served in the Prussian army and had taken part in the Hungarian revolution of 1848, after which he came to the United States. The regiment's first rendezvous was at Camp Clay, Cincinnati, but removed to Camp Dennison, where it was mustered in on August 27, 1861, for three years. The next day it left for Clarksburg, West Virginia, under orders to report to General Rosecrans. Early in the spring of 1863 it was ordered to join General Grant's army, then beginning the operations against Vicksburg, and arrived at Walnut Hills, Mississippi. The next day it was engaged in the assault on the Confederate lines, and also in the assault of the 22nd. It then participated in the siege, which resulted in the surrender of the city on July 3, 1863.

After the fall of Vicksburg, the Forty-seventh was in the expedition against Jackson. On September 27, 1863, it was ordered to Memphis; was then engaged in Tennessee, Alabama and Mississippi until late in October, when it was ordered to Chattanooga. Here most of the men reënlisted and received their veteran furlough. Upon rejoining the regiment in April, 1864, they were ordered to join General Sherman for the campaign against Atlanta. The regiment followed Sherman to the sea and through the Carolina campaign, then moved to Washington and took part in the grand review. It was then ordered to Little Rock, Arkansas, where it was mustered out on August 11, 1865.

SIXTY-SEVENTH INFANTRY

The Sixty-seventh Infantry was organized from the state at large and was composed largely of the fractional regiments—the Forty-fifth and Sixty-seventh. The organization was commenced in October, 1861, and on January 18, 1862, it was mustered in at Camp Chase, Columbus, for a term of three years. Companies A and F, and a large part of Companies B, D and E, came from Lucas County. Company A was officered by Theodore J. Curtis, captain; George Q. Tappan, first lieutenant; George W. Baker, second lieutenant. In Company B Erastus A. Morton, Levi Liniger and John Dahn, Lucas County men, were

sergeants. Louis M. Miller was second lieutenant of Company D. Joseph Whidden, Charles Broshorder, James Mulaskey and Alfred D. Turk were sergeants in Company E. The commissioned officers of Company F were: E. D. Mason, captain; Joshua B. Larimer, first lieutenant; Marquis E. Woodford, second lieutenant. Deaths, resignations and promotions caused changes in officers, but the above were the ones at the time the companies were mustered in.

The regiment left Columbus on January 19, 1862, for West Virginia, where it was assigned to the command of General Lander. In March it was attached to General Shields' division, and during the next few weeks was in several engagements with the Confederate cavalry. In June, 1862, the Sixty-seventh was one of the regiments sent to reinforce Gen. George B. McClellan in his campaign against Richmond and served under that commander until the Union troops were withdrawn from Virginia. It was then ordered to Hilton Head, reaching there in February, 1863, and took part in the operations against Charleston, South Carolina, particularly in the assault on Fort Wagner, where it sustained a heavy loss.

Late in the year 1863 many of the men reënlisted and received their veteran furlough. Those from Lucas County arrived at Toledo on February 20, 1864, and were given an enthusiastic welcome, Morrison R. Waite acting as spokesman for the citizens. Dinner was served at the Oliver House for the returning soldiers. On March 24, 1864, the furlough having expired, the veteran Sixty-seventh joined Gen. B. F. Butler at Bermuda Hundred, Virginia. From that time until the close of the war it served with the Army of the Potomac, taking part in the siege of Petersburg and the fall of Richmond. It then garrisoned the South Anna District, Virginia, until December 7, 1865, when it was mustered out, with but two of its original officers left. These were Alvin C. Voris, of Toledo, who was mustered in as lieutenant-colonel, promoted to colonel in August, 1862, and brevetted brigadier-general, and Maj. Thomas J. Platt. John R. Bond, of Toledo, who was mustered in as major, was promoted to lieutenant-colonel, and on August 8, 1862, was mustered out to become colonel of the One Hundred and Eleventh Ohio.

EIGHTY-FOURTH INFANTRY

Two companies of this regiment were raised in Lucas County. The regiment was organized under a call from Governor Tod on May 26, 1862, and the first company to respond was the Toledo Light Guards, which became Company A. Of this company Richard Waite was captain; John B. Lownsbury, first lieutenant; Hamilton B. Colton, second lieutenant. The other Lucas County company was designated Company K, and was officered as follows: Uriah Gregory, captain; Edmund Paine, first lieutenant; William H. H. Miller, second lieutenant. These companies left Toledo on June 5, 1862, for Camp Chase, Columbus, where the regiment was mustered in on the 7th for a term of three months. On the 11th it left for Cumberland, Maryland, where it served by detachments in breaking up bands of guerrillas and capturing Confederate mails. It was mustered out at Camp Delaware, Ohio, September 20, 1862, having served about three weeks over its term of enlistment.

ONE HUNDREDTH INFANTRY

This was a Northwestern Ohio regiment, organized at Toledo and mustered in there on September 1, 1862, to serve for three years "or during the war." When mustered in, John C. Groom was colonel; Patrick S. Slevin, lieutenant-colonel; Edwin L. Hayes, major. Colonel Groom resigned in May, 1863, and Lieutenant-Colonel Slevin was promoted to the vacancy. He was honorably discharged on November 30, 1864, when Major Hayes became colonel and commanded the regiment until it was mustered out on June 20, 1865. Company E and the greater part of Company F came from Lucas County. Dennis C. Lehan, who had served as first lieutenant of Company I, Fourteenth Infantry, during the three months' service, was captain of Company E; Noe Nelson, first lieutenant; Israel K. Kramer, second lieutenant. Norman Waite was mustered in as first lieutenant of Company F. After his promotion to adjutant, John W. Jaquett became first lieutenant.

On September 8, 1862, the regiment left Toledo and moved to Cincinnati, which was then thought to be in danger on account of the raid of General Bragg into Kentucky. Then, as part of the Second Brigade, Third Division, Army of Kentucky, it pursued the retreating Confederates as far as Lexington, where it remained in camp until the spring of 1863. During the summer it was frequently engaged with the enemy's cavalry raiders. It then joined General Burnside for the march to Knoxville, Tennessee, where part of the regiment was on provost duty until the spring of 1864. In May, 1864, it joined General Sherman's army for the advance upon Atlanta and took part in all the principal engagements of that campaign.

After the fall of Atlanta, as part of the Twenty-third Corps, the One Hundredth Ohio took part in the pursuit of General Hood and was actively engaged at Franklin and Nashville, Tennessee. It was then ordered to Wilmington, North Carolina, and was with General Sherman's victorious army at the surrender of General Johnston. Some interesting history is connected with the battleflag of this regiment. On April 2, 1864, the Toledo newspapers published the following letter from Lieut. Norman Waite.

"September 8, 1863, 300 of the regiment met 1,200 of the enemy and fought them from 9 to 11:30 A. M., and repulsed them; then fell back six miles and from 1:30 till 5 P. M. fought 2,100 Rebels with four cannon, our boys having no artillery —holding them until their last cartridge was fired, and then retiring into log stockades, which the enemy soon knocked down over their heads, and surrendered only when overpowered by seven to one. We have lost one flag and have one-half of the other, filled with bullet holes, the balance having been shot away by a shell from the enemy's guns. Will not the citizens of Lucas County see that this regiment—true to its country—true to its state and an honor to this district—is furnished with a new stand of colors?"

The appeal was not made in vain. Within three days after the publication of the letter, a sum of money sufficient to purchase a stand of colors was on its way to Lieutenant Waite. The flag thus provided by the citizens of the city and county was returned to the Toledo Board of Trade by Capt. J. B. Blinn, accompanied by the following letter:

PART OF THE STAFF, 111TH O. V. I.

Standing, Capt. B. S. Southworth, Col. I. R. Sherwood; seated, Lieut. J. W. Mock, Capt. William H. Beal, George W. Beery and Jerry Bowlin.

PART OF THE STAFF OF 111TH O. V. I. WAR OF THE REBELLION

Top row, left to right, Lieutenants Isaac E. Kintigh, Louis Dienst, Gus F. Smith, Patrick F. Dalton and Captain McCord; seated, Lieut. Myron G. Brown, Capt. Julius G. Bowles, Maj. J. E. MacGowan, Captains P. H. Dowling and W. S. Thurstin.

"Wilmington, N. C., March 4, 1865.

"Sir:—In behalf of the officers and men of this regiment, I have the honor to present to you this tattered banner, with the request that it may be preserved by the Toledo Board of Trade, in memory of the brave men who have gallantly carried and defended it in the battles of Utoy Creek, Atlanta, Columbia, Franklin and Nashville, and of Town Creek; also in sacred remembrance of Color-Corporal Byron C. Baldwin, who yielded up his life in its defense at Franklin, Tennessee, saturating its folds with his precious blood. Its term of service has been short—less than a year—but it is covered with honorable scars, worthy of a veteran. Presented to us by the citizens of Toledo, we know of no better hands in which to deposit it, than yours.

"Your obedient servant,

"E. L. Hayes, Brevet Brig.-Gen.

"To the President of the Toledo Board of Trade."

The Board of Trade, through its president and secretary, Harry Chase and Carlos Colton, made a suitable reply, accepting the flag, thanking the regiment for it, and promising carefully to preserve it. It is one of the cherished relics in Memorial Hall.

ONE HUNDRED AND ELEVENTH INFANTRY

This regiment was organized at Toledo early in September, 1862, and was composed of companies from the counties of Defiance, Fulton, Lucas, Sandusky, Williams and Wood. John R. Bond, former lieutenant-colonel of the Sixty-seventh, was commissioned colonel of the regiment. He was succeeded on September 8, 1864, by Isaac R. Sherwood, who had served as a private in the Fourteenth Ohio Infantry and was mustered in as adjutant of the One Hundred and Eleventh. Lucas County furnished Company H, the commissioned officers of which were as follows: John W. Smith, captain; Patrick H. Dowling, first lieutenant; Oristen Holloway, second lieutenant.

On September 11, 1862, the regiment arrived at Covington, Kentucky. Just a week later, with four other regiments, it marched to Crittenden and routed the Confederate cavalry there under command of Gen. Kirby Smith. On the 25th it took transports at Cincinnati for Louisville, where it was attached to the army of Gen. Don Carlos Buell. During the winter and spring it was engaged several times with small detachments of the enemy; then made a forced march to intercept the Confederate raider, Gen. John Morgan. The regiment reached the Ohio River too late and was taken up the Ohio to Cincinnati. Ten miles above Louisville Company H and a few other troops were landed and captured a detachment of Morgan's force. The regiment was engaged in the affair at Buffington's Island, where a considerable portion of Morgan's command was captured.

After Morgan's surrender, the One Hundred and Eleventh joined General Burnside for the Knoxville expedition. In this campaign it was engaged at Loudon Creek, Huff's Ferry, Campbell's Station, the siege of Knoxville and distinguished itself in the repulse of the enemy at Fort Saunders, where 800 Confederate prisoners were taken. In May, 1864, it joined General Sherman's forces and took an active part in the Atlanta campaign. As part of General Schofield's corps, it pursued Hood into Tennessee, taking part in numerous skirmishes and the battles of

Franklin and Nashville. It was then sent to General Terry, in North Carolina, where it served until the close of the war. It was mustered out on July 5, 1865. The regiment numbered 1,050 men when it was mustered in and received 85 recruits. Of these 234 were discharged for disability, 200 died of disease while in service, 252 were killed in battle or died of wounds, and 401 were mustered out, leaving 48 unaccounted for.

Gen. Isaac R. Sherwood, who commanded the One Hundred and Eleventh Ohio after September 8, 1864, was born in Stanford, New York, August 13, 1835. He is a descendant of Thomas Sherwood, who came from England in 1634 and settled in New England. His father, Aaron Sherwood, died in 1844 and Isaac went to live with an uncle who sent him to school. In 1854 he entered Antioch College, where he spent two years, and in 1857 located at Bryan, Ohio, where he began the publication of the "Williams County Press." On April 16, 1861, he enlisted as a private in the Fourteenth Ohio Infantry and served for three months. The next year he resigned the office of probate judge to enter the One Hundred and Eleventh, and was made adjutant of the regiment. In February, 1863, he was promoted to major and commanded the regiment during that year in the greater part of its field service. In September, 1864, he was promoted to lieutenant-colonel. After the battle of Franklin the officers of the brigade and division united in recommending him for promotion and President Lincoln made him a brevet brigadier-general, "for long and faithful service, and for conspicuous gallantry at the battle of Franklin."

Upon being mustered out of the army General Sherwood resumed the publication of the "Bryan Press." In 1868 he was elected secretary of state of Ohio and two years later was reëlected. In 1872 he was elected to represent the Sixth District in Congress. From 1875 to 1886 he was the publisher of the "Toledo Journal." He was prominent in organizing the Grand Army of the Republic in Ohio and for many years has been a prominent figure in the national encampments. In 1879 he was elected probate judge of Lucas County and was reëlected in 1882, serving two full terms. From 1906 to 1920 he served in Congress as a Democrat. He was still living in the spring of 1922—one of the few surviving field officers who "Wore the Blue" in the days when the nation's fate hung in the balance.

ONE HUNDRED AND TWENTY-EIGHTH INFANTRY

In 1862 four companies were organized into a battalion known as "Hoffman's Battalion." Late in the year 1863 the order was issued to recruit a regiment of infantry. Six companies were raised at Columbus, Johnson's Island and other points in the state, and to these were added the four companies of the battalion, thus forming the One Hundred and Twenty-eighth Infantry. The regiment was mustered in on January 8, 1864, for three years, "unless sooner discharged," with Charles W. Hill as colonel. The companies of Hoffman's Battalion were designated A, B, C and D, in which were ninety-seven Lucas County men, the greater part of Company G was raised in the county and a few joined Company I.

Prior to the organization of the regiment, the battalion had been employed mainly in guarding the Confederate prisoners on Johnson's Island, and to this duty the regiment was assigned. Owing to repeated reports that efforts were to be made to free the prisoners, the men were employed much of the time in construct-

ing defensive works. Part of the regiment was sent to West Virginia in pursuit of Confederate troops, but soon returned to the island. Companies A and B were mustered out early in 1865 and the remainder of the regiment on July 13, 1865.

ONE HUNDRED AND THIRTIETH INFANTRY

This was one of the "One Hundred Days' " regiments organized for guard duty in the spring of 1864. It was composed mainly of the First Regiment, Ohio National Guard, from Lucas County, and the Seventy-fifth Battalion, Ohio National Guard, from Fulton County. In the organization of the regiment the Lucas County companies were designated A, B, C, E and G. The commissioned officers of these companies were as follows:

Company A—Sylvester Brown, captain; Wesley Chamberlain, first lieutenant; James C. Messer, second lieutenant. Company B—Daniel A. Collins, captain; William C. Cheney, first lieutenant; Frederick Ingold, second lieutenant. Company C—Richard Waite, captain; William B. Messinger, first lieutenant; John J. Barker, second lieutenant. Company E—George W. Reynolds, Jr., captain; Louis Kaiser, first lieutenant; (no second lieutenant on muster roll). Company G —Warren D. Moore, captain; Lyman H. Hendrickson, first lieutenant; Joseph Warren, second lieutenant.

Early in the spring of 1864 plans were completed for General Grant's campaign against Richmond and General Sherman's campaign against Atlanta. The One Hundred Days' regiments were raised so that veterans doing guard duty might be released to join their commands for the decisive blow of the war. The One Hundred and Thirtieth Ohio left Toledo on May 12, 1864, for Johnson's Island, where it guarded prisoners until June 4th. It then went by rail to the national capital and from there by transport to Bermuda Hundred and reported to General Butler. A few days later it was ordered to the Point of Rocks, on the Appomattox River, where it was employed in constructing earthworks. Late in June it was transferred to Deep Bottom, where it remained on picket duty until August 11th. It was then ordered to Fort Powhatan, where it remained until ordered home. It was mustered out at Toledo on September 22, 1864.

ONE HUNDRED AND EIGHTY-SECOND INFANTRY

On October 28, 1864, this regiment was mustered in at Camp Chase for one year, "unless sooner discharged." Lewis Butler was the colonel; John A. Chase, lieutenant-colonel; William W. West, major. Companies A, B, D, F and K were raised in Lucas County. The commissioned officers of these companies at the time of muster in were: Company A—Jesse Burk, captain; Irving A. Noble, first lieutenant; Ernest F. Lipes, second lieutenant. Company B—Henry C. Roemer, captain; John S. Laver, first lieutenant; James S. Merritt, second lieutenant. Company D—Warren W. Cooke, captain; George M. Young, first lieutenant; Joshiah N. Smith, second lieutenant. Company F—Alexander M. Lang, captain; Thomas Mitchell, first lieutenant; George W. Brittingham, second lieutenant. Company K—Charles A. Wright, captain; William H. Wood, first lieutenant; William H. McGrew, second lieutenant.

Three days after it was mustered in the regiment was on the way to Nash-

ville, Tennessee, where it joined General Thomas' army on the 6th of November. It took an active part in the battle of Nashville, December 14-15, 1864, and was then on provost duty there until July 7, 1865, when it was mustered out. The men reached Camp Chase on the 13th of the same month, where they received their final pay and were discharged.

ONE HUNDRED AND EIGHTY-FOURTH INFANTRY

This regiment was raised under President Lincoln's last call for volunteers and was mustered in at Camp Chase on February 21, 1865, to serve for one year. It was commanded by Col. Henry S. Commager, who had won distinction as captain, major and lieutenant-colonel of the Sixty-seventh Ohio Volunteer Infantry. Ezra S. Dodd, afterward state senator from Lucas County, was major, and there were several Lucas County men upon its muster rolls. Its first service was at Nashville, Tennessee, doing garrison duty. From there it was ordered to Chattanooga and late in March was sent to Bridgeport, Alabama, to guard an important railroad bridge over the Tennessee River. On July 25, 1865, it was ordered back to Nashville, where it was mustered out on September 20, 1865.

ONE HUNDRED AND EIGHTY-NINTH INFANTRY

This was the last of the Ohio infantry regiments in which Lucas County was represented. It was organized by companies at Toledo, Camp Chase, Cincinnati, Dayton, Hillsboro and Marietta and was mustered in at Camp Chase on March 5, 1865. The field officers were all Lucas County veterans, to wit: Henry D. Kingsbury, colonel; J. McDermott Roe, lieutenant-colonel; Norman Waite, major. On March 4, 1865, the day before the regiment was mustered in, orders were received at Camp Chase for it to report to Gen. George H. Thomas, at Nashville. From there it was sent to Murfreesboro, where it remained about two months, and was then sent to Tullahoma. In July it was ordered back to Nashville, where it was mustered out on September 28, 1865.

THIRD OHIO CAVALRY

The Third Cavalry was mustered in by companies between September 4 and December 11, 1861. On the latter date the organization was completed and the regiment was mustered in for three years, with the following field officers: Lewis Zahm, colonel; Douglas A. Murray, lieutenant-colonel; John H. Foster and James W. Paramore, majors. Owing to promotions and resignations a number of changes occurred. While in service the regiment had four colonels, four lieutenant-colonels and thirteen majors. Company C was from Lucas County and was mustered in with the following commissioned officers: Horace N. Howland, captain; Jonathan B. Bliven, first lieutenant; Oliver M. Brown, second lieutenant.

On March 18, 1862, the regiment arrived at Nashville, Tennessee. During the spring and summer the regiment served in Tennessee and Mississippi, having frequent clashes with small detachments of the enemy. In September the First Battalion had a sharp engagement with three times its own number at Munfordville, Kentucky, and with three separate charges drove the Confederates inside their

BATTERY H (OF TOLEDO) 1ST OHIO VOLUNTEER LIGHT ARTILLERY, IN ACTION AT COLD HARBOR, VIRGINIA, JUNE 3-4, 1864

Painted by Gilbert Gaul. Deposited in 1915 in Toledo Museum of Art by surviving members of the Battery. Reproduced by courtesy of the Toledo Museum of Art.

works. The same battalion, with the Third Kentucky Cavalry and two companies of the Second Ohio, soon afterward made an unsuccessful assault upon the enemy (1,200 strong) at Bardstown, Kentucky. In October a detachment of the regiment, with part of the Fourth Ohio Cavalry, numbering 250 men in all, was escorting special couriers from Lexington to Covington. On the march the Union troops were surrounded by Gen. John Morgan's force and after a desperate resistance were compelled to surrender to superior numbers. Nearly every horse was killed or disabled in the engagement. The men were paroled and sent to Camp Chase. After the surrender and before the men had been disarmed, Private Weis asked one of the Confederates to point out General Morgan. When the Confederate pointed to a man a short distance away, Weis raised his carbine before it could be taken away from him and shot the man, killing him instantly. The man killed proved to be Charlton Morgan, a cousin of the notorious guerrilla leader. Weis was immediately killed by one of the enemy. The prisoners were soon afterward exchanged and rejoined the regiment.

In the first day's fighting at Stone's River, Tennessee, the regiment was actively engaged and suffered considerable loss. The next day it was ordered to escort a train of 4,000 wagons from the army to Nashville for supplies. At Stewart's Creek the train was attacked by Confederate cavalry, but the regiment, supported by the Tenth Ohio Infantry, repulsed the enemy with severe loss. The regiment was next engaged in the pursuit of the enemy from Stone's River and at Middleton, Tennessee, attacked the rear guard and captured one of the wagon trains. The Third Cavalry was with Rosecrans' army during the summer of 1863. At Chickamauga it was stationed at Lafayette, Georgia, where it was attacked by a superior force and compelled to fall back to Charleston, Tennessee. After the battle of Chickamauga it formed the advance of General Crook's forces in pursuit of the Confederate cavalry and at Farmington, McMinnville and on the Shelbyville pike defeated the enemy in spirited engagements.

In January, 1864, while at Pulaski, Tennessee, the regiment reënlisted. Of the original 1,300 men, only 400 at that time were fit for service. Only thirty of the Toledo company returned on veteran furlough, many of the men being on detached service when the command left Nashville. Early in May, the furlough having expired, the regiment reassembled at Monroeville, Ohio, nearly one thousand recruits having been secured in the meantime. It returned to the front and before the close of that month was engaged at Courtland, Alabama. It then joined General Sherman's army for the advance on Atlanta and took part in many of the engagements of that campaign. It was with General Wilson on the raid through Georgia and Alabama. At Macon, Georgia, orders were received from Gen. George H. Thomas for the third Cavalry to turn over its horses and arms and report at Nashville for muster out. It was mustered out there on August 4, 1865, and ten days later the men reached Camp Chase, where they were paid and formally discharged.

BATTERY H, FIRST LIGHT ARTILLERY

In August, 1861, largely through the efforts of Harvey Kellogg and George W. Norton, a company of young men was raised in Adams and adjoining townships for service in the Union army. On September 18, 1861, the men from Lucas County reported at Camp Dennison, Cincinnati, where they were joined by a num-

ber of men from Marietta and Battery H was organized. On November 7, 1861, it was mustered into the United States service, with the following commissioned officers: James F. Huntington, captain; George W. Norton and George Davenport, first lieutenants; Thomas M. Bartlett and Martin B. Ewing, second lieutenants. In January, 1862, it joined Gen. F. W. Lander's division in the Shenandoah Valley. On March 22, 1862, the battery opened the engagement at Winchester, a fact of which the men had cause to be proud, as that engagement was the first in which the celebrated "Stonewall" Jackson was defeated. During April and May the battery was on duty at various places along the Shenandoah River. On June 9th it was actively engaged at Port Republic, where three of its guns were lost to the enemy. It was then ordered to Alexandria, where it received recruits, new horses and three-inch Rodman rifled guns. With these guns it rendered effective service at the second battle of Bull Run, after which it was in the Washington defenses for about a month.

At the battle of Fredericksburg, December 10 to 12, 1862, the battery used nearly one thousand shells. On the retreat from Fredericksburg, it covered the crossing of the Rappahannock River. At Chancellorsville the battery rendered efficient service, when on May 2, 1863, with the Tenth and Eleventh New York batteries, it was stationed near Hazel Grove and after the New York batteries were withdrawn kept the road open for General Sickles' corps. The Ohio boys stood to their guns until ordered to fall back, when the Confederates made a charge and captured three of the guns. Gen. Joseph Hooker, commanding the Army of the Potomac, rode up and addressed the battery, saying: "You have done splendidly. I saw you fight and did not expect you to get out. You have done your share."

Whipple's division, to which the battery was attached, was so badly cut to pieces at Chancellorsville that it was disbanded and the battery was placed in the reserve artillery of the Army of the Potomac, where it remained until the close of the war. It was mustered out at Camp Taylor on June 14, 1865. About noon the next day the Lucas County members reached Toledo. They were met at the railroad station by a large concourse of citizens and the Union Silver Band, and escorted to the Island House, where a dinner was ready for them. On the battery's flag were inscribed "Winchester," "Fredericksburg," "Chancellorsville," "Port Republic," "Gettysburg," and the names of these engagements alone would tell the story of the battery's service.

TWENTY-FIRST INDEPENDENT BATTERY

This battery was organized during the winter of 1862-63 and was mustered into the United States service at Camp Dennison, Cincinnati, April 29, 1863, with the following officers: James W. Patterson, captain; Harrison L. Holloway and James N. Walley, first lieutenants; William H. H. Smith and John M. Raymond, second lieutenants. About ten days after being mustered in, Captain Patterson was ordered to take four guns and move at once to West Virginia. After a brief but exciting campaign there, he was returned to Camp Dennison. On May 20, 1863, the battery was called upon to act as guard for Clement L. Vallandigham, who had been found guilty of treason by a court-martial and ordered by President Lincoln to be banished to the Confederate States. Taking the prisoner on board the gunboat

GUN SQUAD C, BATTERY H, 1ST OHIO VOLUNTEER LIGHT ARTILLERY, ARMY OF THE POTOMAC, APRIL, 1862

From left to right, Toledo men, except Styer and Tuell. Ned Hopkins, C. V. Hall, Lieut. W. V. Ewing, L. H. Hooker, G. H. Spencer, Corp. W. H. Perigo, W. H. Dodd, W. E. Parmelee, B. H. McCord, W. H. Styer, H. Tuell, C. Morris.

"Exchange" at Cincinnati, the battery proceeded down the Ohio River to Louisville, where it turned Vallandigham over to the military authorities and returned to Camp Dennison.

In July, 1863, when news was received that Morgan had crossed the Ohio, the battery was ordered to Madison, Indiana. Four of its guns, fully manned, were placed on steamboats to patrol the Ohio River and in this way aided materially in the capture of the noted guerrilla chieftain by making it difficult to recross the river into Kentucky. On September 22, 1863, the battery left Cincinnati for Camp Nelson, Kentucky. From there it moved to Greenville, Tennessee. It took part in the action at Walker's Ford, December 2, 1863, and was then on duty in Tennessee and Alabama, being frequently engaged with the enemy, until mustered out on July 21, 1865.

In addition to the above mentioned military organizations, there were Lucas County men in nearly every regiment raised in Northwestern Ohio and Southern Michigan, as well as in regiments in other states and in the regular army. In camp, on the march, or on the firing line, they demonstrated, with few exceptions, that they were soldiers, and their record is one of duty well performed.

THE WORK AT HOME

While the Lucas County boys at the front were doing all they could to suppress the rebellion and save the Union, the folks at home were by no means idle. Public meetings were frequently held to encourage the patriotic sentiment, or to devise ways and means of aiding the families of soldiers. On October 9, 1861, the Toledo Soldiers' Aid Society was organized by the patriot women of the city. Mrs. S. A. Raymond was chosen the first president; Mrs. E. Perigo, vice president; Mrs. E. P. Osborn, corresponding secretary; Mrs. M. R. Waite, recording secretary; Mrs. Charles E. Winans, treasurer. During the winter, by fairs, festivals and other forms of entertainment, the society raised nearly two thousand dollars, the greater portion of which was expended for hospital supplies and the balance used to aid soldiers' families. Altogether, this society raised $10,080 while the war was in progress. Auxiliaries were organized in each of the townships and several of the townships also organized independent aid societies. Too much praise cannot be given to the heroic women of the county for the part they played in caring for the soldiers and those dependent upon them.

Among the male population were many who were too old, or otherwise unfitted for military service. These men showed their patriotism in other ways. In the latter part of 1864, when more troops were needed, recruiting clubs were organized in the several wards, the main object of which was to raise money to pay bounties to volunteers. Scarcely a man refused to contribute to the fund and the result was as follows:

First Ward	$ 10,611.50
Second Ward	12,540.00
Third Ward	7,500.00
Fourth Ward	13,126.80
Fifth Ward	14,521.00
Sixth Ward	4,775.00
Total	$63,083.30

Considering the fact that Toledo was then a city of fewer than fifteen thousand inhabitants, this looks like a considerable sum of money. But it was only a comparatively small part of what was raised within the county for war purposes. Recruiting and relief committees were organized in all the townships and the amount of money they raised and expended for the benefit of soldiers' families will probably never be exactly known. Many a sack of flour or basket of potatoes found its way from some farmer's house to the home of a "war widow;" many a boy or girl, whose father was at the front, was furnished with clothing and books, in order that he or she might attend school; medicines, hospital stores and delicacies were sent to soldiers in the hospitals. Mary Jewett, a nurse in the Nashville General Hospital, under date of March 27, 1864, wrote to the Washington Township Soldiers' Aid Society:

"Would that you might know how acceptable were the pickles and apple sauce. I have just sat down from a tour through the wards, and the men all think there never were such pickles made before. The dried apples are furnished in part, at least, by the commissary, but the other articles are luxuries indeed. You cannot know how it goes to my heart to have a patient ask for a thing I cannot give him, or how my heart gives a bound when he calls for something our little stores afford."

Many pages might be filled with an account of the deeds of the Lucas County people in behalf of their volunteers, the correspondence that passed between those at the front and their friends at home, etc., but it is enough to say that no one shirked his duty in the hour of the nation's trial. The Toledo Board of Trade was active in relief work and assisted materially in raising and equipping troops. In fact several members of that body donned the Blue and made good soldiers. The churches all over the county were active in supplying aid to the families of soldiers.

Gen. Robert E. Lee surrendered his Army of Northern Virginia at Appomattox on April 9, 1865. Gov. John Brough requested the citizens in various parts of the state to hold meetings in commemoration of the close of the war. A meeting was held at the Board of Trade rooms on the 10th and preparations were made for complying with the governor's request. But before the day of the jollification meeting arrived, the entire nation was plunged into mourning. President Lincoln had fallen by the hand of an assassin. The meeting was one to express sorrow, rather than to rejoice over the suppression of the rebellion. Toledo was draped in black and a solemn procession wended its way through the streets to the post office, where Mayor Dorr called the meeting to order. James M. Ashley, Father Edward Hannin and others delivered addresses. Services were held in most of the churches. The Union was saved, but the man who had stood at the helm of the Ship of State through the trying years of Civil war had made the supreme sacrifice.

CHAPTER XIII

SPANISH-AMERICAN WAR

SPANISH TRYANNY IN CUBA—THE LOPEZ EXPEDITION—THE TEN YEARS' WAR—REVOLT OF 1895—WEYLER'S CRUELTY—THE UNITED STATES PROTESTS—FIRST ACTION BY CONGRESS—DESTRUCTION OF THE MAINE—CONGRESS DECLARES WAR—LUCAS COUNTY ANSWERS THE CALL—SIXTH INFANTRY—FIRST CAVALRY—TENTH INFANTRY.

Soon after Columbus made his first voyage to America, Cuba became a dependency of Spain and remained so for four centuries. While Spain was losing, one by one, her other American possessions, the people of Cuba remained steadfast in their allegiance to the mother country. When Napoleon overthrew the Spanish dynasty in 1808, the Cubans declared war against the French Republic. Their loyalty received but poor recompense, however, as King Ferdinand's decree of 1825 placed the lives and fortunes of the Cubans at the absolute disposal of the captains-general, or governors of the island, appointed by the crown. This decree marked the beginning of Spain's policy of tyranny—in some instances actual inhumanity—toward her colonial subjects. Some excuse for this policy may be found in the unsettled state of Spanish politics. Internal dissensions rendered the Spanish Government powerless to improve the condition of the colonists in the face of opposition from many of the leading citizens. Upon the death of Ferdinand in 1833, his daughter, Isabella, was proclaimed Queen. Ferdinand's brother, Don Carlos, set up the claim that he was the legitimate heir to the throne, and that the recognition of Isabella as Queen was a violation of the Salic law, which prohibited women from exercising the royal prerogative. He was not without supporters and for many years the Carlist Party was a standing menace to the Spanish Government.

Under such conditions, while the Spanish authorities were engrossed with domestic affairs, the colonists were neglected and grew discontented. As early as 1829 a conspiracy was formed in Cuba for the purpose of throwing off the Spanish yoke, but it was discovered and crushed before the conspirators were ready to begin actual hostilities. In 1844 the negroes of the island attempted an insurrection, but, like the conspiracy of fifteen years before, it was checked in its incipiency, and with great cruelty on the part of the Spaniards. Some five years later (1849-50) Narcisso Lopez, a former resident of Cuba, fitted out an expedition in New Orleans for the liberation of the Cubans. But Lopez was too quixotic for a military leader. His expedition failed and some of his misguided followers perished in Spanish prisons.

In 1868 the "Ten Years' War" broke out, the revolutionists taking advantage of internal troubles in Spain and hoping to establish the independence of Cuba.

Early in 1871 Amadeus, second son of Victor Emanuel of Italy, was called to the Spanish throne as "constitutional king" and reigned until 1873. Then the provisional government under Castilla came into power. Castilla threatened to "make a desert of the island of Cuba." To make this threat good he sent an army of 257,000 men to the island. The resistance was so determined, however, that fewer than fifty thousand of these soldiers returned to Spain. During the war property valued at $300,000,000 was destroyed and a heavy debt was incurred by Spain, which debt was saddled upon the Cubans as a penalty for their revolt. Not only was the debt laid upon the inhabitants of the island, but the captains-general also became more tyrannical in the administration of affairs.

The burden of taxation imposed and the unreasonable demands of the captains-general only served to increase the general discontent of the Cubans, who became more determined than ever to achieve their independence. Experience had taught them the necessity of caution and they carried on their preparations with the utmost secrecy. In 1895 the revolution broke out at several places on the island simultaneously, under the leadership of Generals Gomez and Maceo. Captain-General Campos, then governor of Cuba, carried on his military operations according to the rules of civilized warfare. This did not meet the approval of the authorities at Madrid. Campos was removed and Gen. Valeriano Weyler was appointed as his successor. Instantly a change could be seen. Upon taking command, Weyler issued his famous "I order and command" proclamation directing the troops to gather the inhabitants of the rural districts into the cities, where they could be kept under surveillance by the military authorities. Weyler claimed that this was necessary in order to keep the people from giving aid to the insurgents. The proclamation also prohibited the transportation of provisions or supplies from one place to another without permission. The result of all this was that the supply of food in the cities and towns soon became inadequate to the needs of the "reconcentrados," as the people there confined were called. Many of these unfortunates actually perished of starvation. Weyler was no respecter of age or sex, hence women and children were the greatest sufferers.

It was not long until Weyler's inhumanity aroused the indignation of the civilized world. European nations sent protests to Madrid, but they fell on deaf ears. His policy was inaugurated in February, 1896, and in April President Cleveland tendered the friendly offices of the United States to pacify Cuba. To this offer Spain replied: "There is no effectual way to pacify Cuba unless it begins with the actual submission of the rebels."

The people of the United States raised funds and sent relief to the starving reconcentrados, but in nearly every case the contributions were diverted by Weyler and his subordinates to their own use and failed to reach the people for whom they were intended. State Legislatures, commercial organizations, political conventions, irrespective of party, and other organizations adopted resolutions calling on the Federal Government to intervene in behalf of the oppressed Cubans. The platform upon which William McKinley was elected President in 1896 declared that some action must be taken in the interests of humanity. Immediately following Mr. McKinley's election, riots occurred in Havana, Weyler and his satellites circulating the report that any intervention by the United States meant the ultimate annexation of Cuba to that country.

DRILL SQUAD OF THE TOLEDO CADETS, ORGANIZED IN 1869

Served in Spanish American War as Company L, Sixth Regiment Ohio National Guard. When mustered out the Cadets disbanded. Officer in command is Captain (afterwards Brigadier General) W. V. McMaken, who died in January, 1923.

FIRST ACTION BY CONGRESS

President McKinley was inaugurated on March 4, 1897. In May Congress appropriated $50,000 for Cuban relief and adopted a resolution recognizing the rights of the Cuban belligerents. The Madrid Government protested against the United States' sending vessels to Cuba with supplies for the reconcentrados and several months passed without any further action being taken by the American Government. In his message to Congress on December 6, 1897, President McKinley said:

"The present insurrection broke out in February, 1895. The revolt and the efforts to subdue it carried destruction to every quarter of the island, developing wide proportions and defying the efforts of Spain for its suppression. The civilized code of war has been disregarded, no less so by the Spaniards than by the Cubans. . . . There is no desire on the part of our people to profit by the misfortunes of Spain. We have only the desire to see the Cubans prosperous and contented, enjoying that measure of self-control which is the inalienable right of man, protected in their right to reap the benefits of the exhaustless treasures of their country."

Early in 1898 the Atlantic Squadron of the United States Navy was ordered to the Dry Tortugas Islands, within six hours' sail of Havana. On January 25, 1898, the Battleship "Maine," one of the vessels belonging to the squadron, dropped anchor in the Harbor of Havana. The American consul-general had notified the Spanish authorities the day before of the cruiser's expected arrival. The presence of an armed vessel in the harbor was displeasing to the Spanish officials, who construed it as part of a plan on the part of the United States to force supplies through to the reconcentrados. As a measure of retaliation, the Spanish cruiser "Vizcaya" was ordered to New York Harbor. Thus matters stood until February 9, 1898, when the Spanish minister to the United States resigned his position and asked for his passport. His request was granted and Spain was without a representative at Washington.

DESTRUCTION OF THE MAINE

About twenty minutes before ten o'clock on the evening of February 15, 1898, the Maine was blown up, with a total loss of the vessel and 266 of her officers and crew, who were either killed by the explosion or drowned while trying to reach the shore. A court of inquiry was convened almost immediately. After a searching investigation, this court reported on March 28, 1898, that "There were two explosions of a distinctly different character, with a short, but distinct interval between them, and the forward part of the ship was lifted to a marked degree by the first explosion. . . In the opinion of the court the 'Maine' was destroyed by a submarine mine, which caused the partial explosion of two or more of her forward magazines."

The destruction of the "Maine," with the consequent loss of life, increased the excitement in the United States and the demand for intervention became more insistent. Still the administration hesitated, for two reasons. The first of these reasons was that the President was waiting for the report of the court of inquiry, and the other was that General Weyler had been superceded by General

Blanco, who had proclaimed his intention of according more humane treatment of the reconcentrados and called a cessation of hostilities. On March 8, 1898, Congress voted an appropriation of $50,000,000 for the national defense, but nothing further was done until the 28th, when it became definitely known that Blanco had failed to keep his promise to release the reconcentrados and permit them to return to their homes. On that day the President submitted to Congress the report of the court of inquiry and in the accompanying message invoked "deliberate consideration of the report and Cuban affairs."

On the first day of April a naval appropriation bill was passed. On the 11th the President sent a special message to Congress, in which he said: "In the name of humanity, in the name of civilization in behalf of endangered American interests, which give us the right and duty to speak and act, the war in Cuba must stop. In view of these facts and these considerations, I ask Congress to authorize and empower the President to take measures to secure a full and final termination of hostilities between the Government of Spain and the people of Cuba."

CONGRESS DECLARES WAR

On April 13, 1898, the House of Representatives passed a resolution directing the President to intervene immediately in Cuban affairs. The resolution was sent to the Senate, where it was amended by the use of much stronger language, and other resolutions were added. On the 18th the House concurred and on that date the following resolutions were declared adopted:

"1. That the people of the Island of Cuba are, and of right ought to be, free and independent.

"2. That it is the duty of the United States to demand, and the Government of the United States does demand, that the Government of Spain at once relinquish its authority and government in the Island of Cuba and withdraw its land and naval forces from Cuba and Cuban waters.

"3. That the President of the United States be, and he hereby is, directed and empowered to use the entire land and naval forces of the United States, and to call into the actual service of the United States the militia of the several states to such an extent as may be necessary to carry these resolutions into effect.

"4. That the United States hereby disclaims any disposition or intention to exercise sovereignty, jurisdiction or control over said island, except for the pacification thereof, and asserts its determination when that is accomplished to leave the government and control of the island to its people."

These resolutions did not constitute an actual declaration of war, but merely gave the President power to intervene in the interest of humanity. Two days later Stewart L. Woodford, United States minister at the Court of Madrid, presented the ultimatum of his country, demanding that Spain withdraw her land and naval forces from Cuba and Cuban waters by noon of April 23, 1898. Immediately after this he turned the business of the United States over to the British embassy and left for Paris. Spain refused compliance with the ultimatum and Rear Admiral William T. Sampson was ordered to blockade the Cuban ports. On the 23d President McKinley issued his proclamation calling for 125,000

In May, 1887, the Toledo cadets under command of Captain McMaken took part in an interstate drill at Washington, their marvelous proficiency causing a great deal of appreciative comment in eastern papers. This picture was taken on the morning of their return, June 2, 1887, as they had marched from a special train, engaged by the citizens of Toledo, to receive an address of welcome from Mayor Hamilton at the foot of the Steedman monument, dedicated only ten days before, and then standing at the intersection of St. Clair and Summit streets. The boys in the foreground with caps are the Trinity cadets.

volunteers, "the same to be apportioned, as far as practicable, among the several states and territories and the District of Columbia, according to population, and to serve for two years unless sooner discharged."

This call for volunteers was made before Congress had formally declared war, but on the 25th it was enacted: "That war be, and the same is hereby, declared to exist, and that war has existed since the 21st day of April, 1898, between the United States of America and the Kingdom of Spain."

LUCAS COUNTY ANSWERS THE CALL

Some one has said: "War awakens in the people a spirit of patriotism that cannot be awakened by any other agency." Whether that be true or not, much of the history of human progress centers about the deeds of great generals and their armies. Of all the great nations of the earth, the United States is the only one that has never declared war except in defense of its institutions or to secure greater liberties for downtrodden humanity. The war against Spain was one of the latter class. Our own country was not in danger of invasion, yet from all parts of the Union the response was so spontaneous that many were disappointed because their services were not accepted.

Ohio's quota under the first call for volunteers was six regiments of infantry and one of cavalry. The First Infantry was organized at Cincinnati; the Second, Third and Four were raised in the central part of the state and were organized at Columbus; the Fifth was organized at Cleveland and the Sixth came from Northwestern Ohio.

SIXTH INFANTRY

In the formation of this regiment the young men of Lucas County responded with the same alacrity their fathers had displayed in the spring of 1861, when the Union was threatened. Companies A, C, H and L were raised in the county and the regiment was organized at Toledo, with William V. McMaken as colonel. Other field and staff officers from Lucas County were: Sanford B. Stanberry, major; Park L. Myers, surgeon with the rank of major; John D. Howe, assistant surgeon; William H. Porter, adjutant.

The commissioned officers of the Lucas County companies were as follows: Company A—Jacob M. Weier, captain; Frederick H. Zurfluh, first lieutenant; John C. Unger, second lieutenant. Company C—John A. Gekle, captain; Edward B. Smiley, first lieutenant; Arthur D. Hill, second lieutenant. Company H—Lloyd W. Howard, captain; Charles A. Morrison, first lieutenant; William H. Duffy, second lieutenant. Company L—Frank I. Howells, captain; Oliver B. Walters, first lieutenant; Harry C. Russell, second lieutenant.

On April 29, 1898, the regiment left Toledo for Columbus, where it was mustered into the United States service on the 16th of May. The next day it left for Camp George H. Thomas, Chickamauga, Georgia. Late in August it was transferred to Camp Poland, in Tennessee, where it remained until the 27th of December. It was then ordered to Charleston, South Carolina, where it embarked on the transport "Minnewaska," and on January 4, 1899, landed at Cienfuegos, Cuba. Cienfuegos is on the southern shore of the island, about

one hundred and twenty-five miles southeast of Havana. The treaty of peace was ratified by the United States Senate on February 6, 1899, but the regiment remained in Cuba until the 22nd of April. It then took passage on the transport "Sedgwick" for Savannah, Georgia. It was mustered out at Camp McKenzie, Augusta, Georgia, May 24, 1899, having been in service a little over a year.

FIRST CAVALRY

This regiment was composed of men from all parts of the state. Troop E was raised in the northwestern part of the state, Lucas County furnishing Henry DeH. Waite, captain; Donn C. Mitchell, second lieutenant, and a number of noncommissioned officers and privates. The regiment was mustered in at Columbus and on May 14, 1898, left Ohio for Camp George H. Thomas, on the old battle field of Chickamauga, Georgia.

On July 13, 1898, orders were received for the regiment, with all its equipment, to entrain for Tampa, Florida. As this was nearer Cuba, the men were hoping that the next move would take them to the seat of war. In this, however, they were to be disappointed. After remaining in camp at Tampa about a month, the regiment was ordered to Huntsville, Alabama, where it arrived on the 22nd of August. On September 13, 1898, the men were granted a thirty-day furlough and returned to Ohio. At the expiration of the furlough the regiment reassembled at Columbus, where it was mustered out on October 23, 1898.

TENTH INFANTRY

Under a second call for volunteers in June, 1898, the Tenth Ohio Infantry was organized. It was mustered in at Columbus by companies from June 22 to July 7, 1898. Henry A. Axline, of Columbus, was commissioned colonel, and Arlington W. Betts, of Toledo, was major. Companies D, G and H were raised in Lucas County and were mustered in with the following commissioned officers: Company D—Hazen B. Norton, captain; Sanford H. Howland, first lieutenant; William E. McBain, second lieutenant. Company G—Myer Geleerd, captain; Charles A. Yost, first lieutenant; Reuben C. Lemmon, second lieutenant. Company H—Burnett F. Bliss, captain; Frank L. Schelling, first lieutenant; Menzies E. Van Duzen, second lieutenant.

The regiment left Columbus on August 18, 1898, for Camp Meade, Pennsylvania. It remained there until early in November, when it was ordered to Camp McKenzie, Augusta, Georgia. That was as far from home as it got during its service. It remained at Camp McKenzie during the winter and was mustered out there on March 23, 1899.

Through no fault of their own, and much to their regret, the Ohio troops were not engaged with the enemy. In the treaty of peace Spain ceded the Philippine Islands to the United States. The inhabitants of the island objected to the arrangement and an insurrection broke out. Troops were sent to quell the revolt and some severe fighting followed. A few Lucas County boys served in the Philippines, though they served in different organizations, the county having no company in the island service.

CHAPTER XIV

TOLEDO IN THE WORLD WAR

GERMANY'S SUBMARINE ACTIVITIES—PRESIDENT WILSON'S MESSAGE TO CONGRESS —WAR DECLARED—RAISING AN ARMY—SELECTIVE DRAFT ACT—THE VOLUNTEERS—CAMP SHERMAN—LIBERTY LOANS—TOLEDO FIRST OVER THE TOP—WAR CONTRACTS—THE PACIFISTS—THE AMERICAN LEGION—MEMORIAL PARK.

Years must elapse before the real, inside history of the Great World war of 1914-1918 can be written, but no history of Toledo and Lucas County at this time would be complete without some account of the part taken by the city and county in the mighty international conflict, in which so many nations were engaged. The English blockade of German ports early in the war led the latter nation to inaugurate a submarine warfare in the effort to cut off provisions and supplies from Great Britain and her allies. In a short time this submarine warfare became both merciless and indiscriminate. German officials and naval commanders seemed to believe in the truth of the old saying: "All is fair in love and war," and ships of neutral nations, suspected of carrying supplies to the allied nations, were ruthlessly sunk without a word of warning. It was not long, in fact, until vessels were torpedoed and sent to the bottom of the sea, without regard to their nationality or the character of their cargoes.

For several months before the United States entered the war, President Wilson sought by correspondence with the Imperial German Government to obtain some mitigation of Germany's submarine activities. Failing to receive what he regarded as reasonable assurances from the Imperial German Government that this warfare would be modified, the President addressed Congress on February 3, 1917, announcing that all diplomatic relations with that government had been discontinued. After reviewing the correspondence and the failure to obtain satisfactory promises from the German Government that American citizens, as passengers upon neutral vessels upon the high seas, should be protected, the President continued:

"If American ships and American lives should in fact be sacrificed by their naval commanders, in heedless contravention of the just and reasonable understandings of international law and the obvious dictates of humanity, I shall take the liberty of coming again before the Congress to ask that authority be given me to use any means that may be necessary for the protection of our seamen and our people in the prosecution of their peaceful and legitimate errands on the high seas. I can do nothing less. I take it for granted that all neutral governments will take the same course."

The mere act of severing diplomatic relations with Germany failed to better the conditions and on February 26, 1917, the President delivered to Congress what is known as his "Armed Neutrality Message," in which he asked for authority

to take such measures as might be deemed necessary for the protection of merchant ships, by supplying them "with defensive arms, should that become necessary, and with the means of using them." Congress granted the authority asked for and merchant ships going into the "war zone" were equipped with cannon, manned by small detachments of United States marines. On April 2, 1917, the President again reviewed the situation in a special message to Congress, in which he said:

"The German Government denies the right of neutrals to use arms at all within the areas of the sea which it has proscribed, even in the defense of rights which no modern publicist has ever before questioned their right to defend. The intimation is conveyed that the armed guards which we have placed upon our merchant ships will be treated as beyond the pale of law and subject to be dealt with as pirates would be. Armed neutrality is ineffectual enough at best; in such circumstances and in the face of such pretensions it is worse than ineffectual; it is likely only to produce what it was meant to prevent; it is practically certain to draw us into war without either the rights or the effectiveness of belligerents. There is one choice we cannot make, we are incapable of making: We will not choose the path of submission and suffer the most sacred rights of our nation and our people to be ignored or violated. The wrongs against which we now array ourselves are no common wrongs; they cut to the very roots of human life.

"I advise that the Congress declare the course of the Imperial German Government to be in fact nothing less than war against the Government and people of the United States; that it formally accepts the status of belligerent which has thus been thrust upon it; and that it take immediate steps not only to put the country in a more thorough state of defense, but also to exert all its powers and employ in its resources to bring the Government of the German Empire to terms and end the war."

This address is known as the "Wilson War Message." On the same day it was delivered to the two houses of Congress in joint session, the following resolution was introduced in both the House and Senate:

"Whereas, the Imperial German Government has committed repeated acts of war against the Government and people of the United States of America; therefore be it

"Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, that the state of war between the United States and the Imperial German Government which has thus been thrust upon the United States is hereby formally declared; and that the President be, and he is hereby, authorized and directed to employ the entire naval and military forces of the United States and the resources of the Government to carry on war against the Imperial German Government; and to bring the conflict to a successful termination all of the resources of the country are hereby pledged by the Congress of the United States."

This resolution, known as "Public Resolution No. 1," passed the Senate at the evening session on April 4, 1917, by a vote of 82 to 6, and the next morning it passed the House by vote of 373 to 50. After being signed by Thomas R. Marshall, Vice President of the United States, and Champ Clark, Speaker of the House of Representatives, it was submitted to President Wilson, who gave

it his official approval on April 6, 1917, which date marks the entrance of the United States into the great world conflict.

RAISING AN ARMY

While volunteers were not rejected, instead of depending entirely upon volunteers, Congress passed what was known as the "Selective Draft Act." This act provided that, on the first Tuesday of the following June, every able-bodied male citizen of the United States, between the ages of twenty-one and thirty years, should register for military duty. Under the provisions of the act, all the opprobrium that formerly attached to the word "conscript" was eliminated, for the reason that all registrants were placed upon an equal footing and it was no disgrace to be drafted. Immediately after the passage of this act the following draft board was appointed for Lucas County: Percy C. Jones (chairman), D. H. James (recorder), Henry Baum, Dr. Carl S. Mundy (surgeon). The board organized on May 23, 1917, and the county was divided into seven subdistricts, to wit: 1. The First, Second and Third wards in the City of Toledo. 2. The Fourth, Fifth and Sixth wards. 3. The Seventh and Eighth wards. 4. The Ninth, Tenth and Eleventh wards. 5. The Twelfth and Thirteenth wards. 6. The Fourteenth, Fifteenth and Sixteenth wards. 7. All that part of Lucas County outside of the city.

A registration board was appointed in each subdivision and on June 5, 1917, everything was ready for enrolling the names of those coming under the provisions of the Selective Draft Act. Of the 565,192 men who registered that day in the State of Ohio, 33,384 were registered in Lucas County. Some failed to register on account of the demands of their business, some failed through sheer neglect, and others failed intentionally. On June 15th Judge Killits instructed the Federal grand jury to indict all who had failed to register, as well as their advisors. "This is no time for child's play or to be tender-hearted," said the judge. "We must see to it that the law is rigidly enforced." This had the effect of bringing in 630 more, making the total registration for the county 33,914. Lucas County's quota was fixed at 3,975 men, against which were allowed 1,521 credits for enlistments, leaving 2,454 men to be raised by the draft. This number was afterward increased to 2,692. On July 20, 1917, the "Blade" published a list of the numbers drawn. The first man to be drafted in each of the seven subdistricts was as follows: 1. Thomas Flanagan; 2. James A. Minshall; 3. Jesse Simon; 4. William Revels; 5. Arthur J. Christy; 6. Stephen A. Mills; 7. Peter Shugar.

On July 22, 1917, the following board of appeals was appointed to pass on exemption claims carried up from the district boards: Clarence A. Benedict, Frank A. Baldwin, Emmet Curtin, Watson W. Farnsworth and W. A. Held.

THE VOLUNTEERS

While the draft machinery was being placed in working order the work of recruiting went steadily forward. In May 169 men were added to the old Sixth Ohio Infantry, and 446 more were added in June. Battery B, Second Artillery, was the first organization to report a full war-strength quota. The commissioned officers of this battery were: Roland A. Beard, captain; Harry M. Seubert, first

lieutenant; Harvey A. Johnson, second lieutenant. On July 3d Captain Beard reported the battery ready for service and received the following telegram from Col. D. J. Hard, commanding officer at Columbus: "Congratulations. Battery B leads all other units in the Second Ohio Artillery. Rush records to Columbus July 4th."

On July 14, 1917, Batteries B and E, Second Artillery, the Third Ohio Hospital Corps, an ambulance company, a Brigade Headquarters detachment, a number of men for divisional train service and a base line company—a total of 22 officers and 862 enlisted men—left Toledo for the mobilization camp. They were the first troops from Lucas County to report for duty. Early in July the O'Neill Machinery Company and the Toledo Railways & Light Company raised a truck train unit. About that time the Sixth Ohio Infantry, under command of Col. Lloyd W. Howard, went into camp at Bay View Park, together with 200 men enlisted for supply and ammunition train service. From the time Congress declared war to August 1, 1917, the total number of men enlisted in the county was 1,213, exclusive of 308 already in the regular army, navy and marines.

On August 15th Col. William V. McMaken, who commanded the Sixth Ohio Infantry in the Spanish-American war, was commissioned brigadier-general in the Federalized militia, but was afterward relieved from military duty on account of physical disability. Three days after he received his commission the Sixth Regiment units, the ambulance company, the hospital corps, Batteries B and E. commanded by Lieut.-Col. George P. Greenhalgh, Company A of the Signal Corps and an outpost company were mustered into the United States service. The Sixth Regiment was afterward made the One Hundred and Forty-seventh in the national army. During its service in France it was commanded first by Colonel Howard and later by Col. Frederick W. Galbraith.

The Fourth Regiment, Ohio National Guard, was one of the first to report for duty as part of a division composed of National Guard regiments from twenty-six states. Although not a Lucas County organization, there were men from Northwestern Ohio afterward added to the regiment to bring it up to the strength of a French regiment. On September 10, 1917, this regiment, numbering 59 officers and 3,605 enlisted men, constituted the first Ohio contingent to the famous Rainbow Division, and was designated the One Hundred and Sixty-sixth Infantry. Under command of Col. B. W. Hough, it was the first Ohio regiment on the firing line.

CAMP SHERMAN

Ohio's principal mobilization and training camp was established at Chillicothe and was named Camp Sherman. The cantonment buildings were erected by the A. Bentley & Sons Company, of Toledo, and cost about four million dollars. Twice before in the history of the country, the site of this camp was used for military purposes—first at the time of the War of 1812 and again during the Civil war. It was here that most of the Ohio drafted men were drilled and equipped for actual service. The first detachment of Lucas County's drafted men left Toledo for this cantonment on the 6th of September. The 135 men were escorted to the railroad station by the Patriotic League, a band and a large number of citizens. On September 19th 293 more left for Camp Sherman; 366 departed on the 22nd

of the same month; another detachment numbering 270 left on the 3d of October. On each of these occasions the citizens accompanied them to their trains to say farewell and wish them a safe return. Ninety-four colored troops left on October 27th. Others followed until the cantonment was taxed to its capacity, after which they were sent to training camps in other states.

Lucas County furnished, in all departments of the military and naval service, about fourteen thousand men. Some of them were among the first American troops to arrive in France, where they served with the French and British troops until the organization of the American army under General Pershing. From that time until the armistice the county was represented in most of the principal battles.

LIBERTY LOANS

At the time the United States entered the war, the country was sadly lacking in men, arms, ammunition and equipment of all kinds. To supply these sinews of war Congress passed an act authorizing popular loans. This act was approved by President Wilson on April 24, 1917, and the first Liberty loan was called soon afterward. In appointing the members of a State Council of Defense, Governor Cox named two Toledo men—Solon O. Richardson, Jr., of the Libbey Glass Company, and John J. Quinlivan, secretary of the Central Labor Union. They had taken steps to form war organizations to coöperate with the Defense League and these organizations, under the direction of Frank R. Coates, now became useful in forwarding the sale of Liberty bonds. A loan district, composed of the twenty northwestern counties, was created and Howard I. Shepherd was appointed general chairman of the district loan committee. The quota assigned to the district was $16,000,000, of which Toledo and Lucas County were to raise one-half.

In Toledo Edward D. Ford, William Hardee and John N. Willys were appointed a committee to look after the corporations; Harry L. Corey, Walter Evans and L. S. Ottenheimer, publicity committee; Alfred B. Koch was chairman of a committee to solicit loans from the retail merchants; Mrs. Walter B. Snyder and Miss Fannie Harnitt were appointed to work with the women's clubs, and Gustavus Ohlinger was placed in charge of the four-minute speakers in the motion picture theaters, etc. Popular loans for war purposes were something of an innovation and the committees went to work with some misgivings as to the result. But the people responded cheerfully and Lucas County raised $2,000,000 more than her allotted quota, the district going "over the top" with $20,000,000, or $4,000,000 more than the quota.

The drive for the second loan began on October 15, 1917. This time the Government called for $3,000,000,000 and Lucas County's quota was $10,000,000. Some changes were made in the former organization. Frank R. Coates was appointed general chairman for the city and county and thirty teams of six men each were organized to solicit. The President set apart October 24th as "Liberty Loan Day." On that date parades were given in nearly all the large cities to work up enthusiasm. In Toledo the parade, consisting of practically all the civic organizations and hundreds of automobiles filled with "boosters," was several miles in length. That was on Wednesday. That evening Howard I. Shepherd, district

chairman, announced that it would be necessary to raise $66,666 an hour between Thursday morning and Saturday noon, if the full quota was subscribed. At noon on Friday Toledo reported a total of $10,826,350, but the work went on until 8 P. M. Saturday—the time designated for closing the campaign—when the city and county had subscribed $11,365,650 and the oversubscriptions in every county in the district brought the total up to about three million dollars more than the assigned quota. In Lucas County 22,000 persons bought bonds.

On April 9, 1918, the work of soliciting for the third Liberty loan was inaugurated all over the country. Preparations had been made beforehand in Toledo, so that there would be no delay. W. W. Knight, who had been in charge of a special sales committee in the second drive, was made general chairman of the city and county, with Badger C. Bowman as his first assistant. Frank R. Coates was chairman of the city organization, with William Rooker as his lieutenant. E. R. Kelsey, Ward Canady, J. C. Lockwood, Harris Corey and Leonidas Polk constituted the publicity committee and John N. Willys was chairman of a committee to look after the corporations. Cecil L. Rood was in charge of the work in the county outside of Toledo.

The drive started with a parade, in which the various civic organizations took part, but in which the principal feature was the force of 5,000 bond salesmen, who had volunteered their services. At the Toledo Shipbuilding Company's yards there were 1,500 men engaged on the vessels of the United States emergency fleet. Promptly at 11 A. M., when the blasts of whistles announced that the Third Liberty Loan was formally launched, these men stopped work and, as a huge American flag was hoisted over the plant, they repeated the oath of allegiance to the United States. Then, led by Capt. John Craig, they paraded the district around the factory. Lucas County's quota in this loan was $9,406,650. It may be of interest to the reader to know just what proportion of the district quota was allotted to the other counties. This is shown in the following table, practically the same proportion being preserved in all loans:

Allen	$ 1,293,000	Paulding	$ 282,550
Auglaize	761,000	Putnam	584,850
Defiance	332,200	Sandusky	924,950
Fulton	590,150	Seneca	1,027,100
Hancock	815,100	Shelby	290,500
Hardin	545,250	Van Wert	420,950
Henry	424,650	Williams	600,100
Logan	401,750	Wood	886,050
Lucas	9,406,650	Wyandot	418,750
Mercer	558,400		
Ottawa	538,650	Total	$ 21,102,600

In this loan Lucas County raised its quota in seventy-two hours, $1,800,000 having been subscribed by corporations before the formal opening of the drive. The total amount subscribed in the county was $14,114,000. Every county in the district subscribed more than its quota, the total reaching $29,119,500. Both the City of Toledo and the district were the first in the country to get the loan honor flag. Toledo business men stamped their envelopes with the legend: "Toledo

the first city to exceed the Third Liberty Loan quota—Time, 72 hours."

On September 28, 1918, the first day of the Fourth Liberty Loan, Toledo corporations and individual members subscribed a total of $3,635,000, or nearly one-fifth of the entire quota of $18,859,200. On October 3d the newspapers contained the statement: "Toledo is over the top in the Fourth Liberty Loan, and again leads the nation by being the first city in the metropolitan class to raise its quota. By noon on the sixth day of the campaign 71,000 Toledoans had subscribed $18,611,300."

The word did not stop there, however, but went forward until Lucas County had subscribed a total of $19,782,750. In the third loan the number of subscribers in the county was 71,282. In the fourth loan 88,799 persons bought bonds, and again the entire district went over the top, each county exceeding its quota.

Although the war virtually ended with the armistice in November, 1918, the Government still needed vast sums of money to defray the expenses incurred on account of the war. Another loan—called the Victory Loan—was therefore launched in the spring of 1919 and carried to a successful conclusion. Toledo's history in connection with this loan would be only a repetition of what had occurred on former occasions. Lucas County's quota was $14,158,900 and again the subscriptions exceeded the quota. The story of what Toledo and Lucas County did in the matter of subscriptions to the several loans is told in the following table:

Loan	Quota	Subscribed
First	$ 8,000,000	$10,000,000
Second	10,000,000	11,365,650
Third	9,406,650	14,114,000
Fourth	18,859,200	19,782,750
Victory	14,158,900	17,479,100
Total	$60,424,750	$72,741,500

In addition to oversubscribing the five loans more than twenty per cent, the people of the city and county gave liberally to the Red Cross campaign and the "war drive" for the Young Men's Christian Association, the Knights of Columbus and other organizations. The donations to these various demands for funds aggregated considerably over one million dollars.

WAR CONTRACTS

In response to the heavy demand for munitions and other military supplies, a number of Toledo factories engaged in this line of work. The Willys-Overland Company was awarded a $27,000,000 contract for making motors for aeroplanes; the A. Bentley & Sons Company received $4,000,000 for erecting the necessary cantonment buildings at Camp Sherman, Chillicothe; the Toledo Bridge & Crane Company engaged in making 3-inch shell cases under a contract for $1,750,000; the Hettrick Manufacturing Company undertook to supply the army with $1,500,000 worth of tents; the Toledo Steel Products Company was awarded a $1,000,000

contract for making one-pound shells; the Ohio Canvas Goods Company received a $500,000 contract for tents; the M. I. Wilcox Company also supplied a large number of tents, canvas truck covers, etc. The Toledo Shipbuilding Company constructed several vessels for the emergency fleet and the Standard Electric Stove Company supplied a large number of stoves for submarines. By the middle of June, 1917, over ten thousand persons were working upon war supplies, in these and many other factories.

THE PACIFISTS

It is a historic fact that every time the United States Congress has declared war, certain persons, or certain sections of the country have expressed opposition. Many people in New England were opposed to the War of 1812, because it interfered with the commerce with England. The same was true to a considerable extent regarding the Mexican war, and at the time of the Civil war there were Southern sympathizers in every loyal state. Public sentiment was more nearly unanimous concerning the Spanish-American war than on any other occasion, but even then there was some opposition. When the United States entered the war against Germany in April, 1917, the opponents—pacifists they called themselves—did not hesitate to express their disapproval.

Soon after the passage of the Selective Draft Act, a meeting was held in Memorial Hall to voice the sentiment against any form of conscription. Some of the speakers declared the draft act unconstitutional and openly advised men not to register under its provisions. Congress was denounced for declaring war, and particularly for passing the draft act, and uncomplimentary remarks were made about the American flag. The meeting was broken up by a number of recently enlisted men and a few eyes were blackened. The incident brought forth a vigorous protest from many prominent citizens, with the result that on May 29, 1917, Mayor Milroy issued an order closing the hall against any further meetings of that character.

This order was faithfully observed and no more disloyal meetings were held in the building. A suit was instituted by the hall trustees to cancel the lease giving the city control of the hall for ninety-nine years, on the ground that in permitting meeting of a revolutionary or treasonable nature to be held in the hall, the city had violated the terms of the agreement made in 1884, when the ninety-nine-year lease was executed. That suit was still pending in October, 1922.

THE AMERICAN LEGION

While the American Expeditionary Forces were still in France a movement was started to organize the veterans of the World war into a fraternity, similar to that of the Grand Army of the Republic. Shortly after the armistice was signed this movement culminated in the formation of the American Legion, to which every one who served in the army, navy, marines or air service is eligible for membership. This organization has spread to every state in the Union. Local societies are called "posts" and the posts in a county form a county council. Each state constitutes a department and national conventions are held annually.

In Lucas County there are twenty-two posts of the Legion. Of these, seventeen are in the City of Toledo, one is at Maumee, one at Monclova, one at Sylvania, one at Waterville, one at Whitehouse. The Lucas County Council has fitted up comfortable rooms on the southeast corner of Adams and Erie streets, where members of the Legion are always welcome. A cafeteria is conducted in connection and the rooms are in charge of Harry F. MacLane, who was chaplain of the One Hundred and Forty-seventh Infantry and is now secretary of the county council. The "American Legion Council," a weekly publication, is devoted to the interests of the organization and is edited by E. J. Tippett, Jr.

The various posts in the county have lent their aid toward the purchase of a tract of ground, on Monroe Street west of the city limits, for a memorial park and cemetery, in which the plan is to plant a tree for every Lucas County soldier who sacrificed his life during the war. On each of these trees will be fixed a bronze plate bearing the soldier's name, thus providing a memorial for the fallen heroes. The park offices have been established in the Ohio building. A memorial monument at the entrance will honor the soldier dead and the driveways through the park bear the names of French towns, hills and valleys, where the American boys fought and died.

CHAPTER XV

LUCAS COUNTY HISTORY

LUCAS COUNTY ERECTED IN 1835—ROBERT LUCAS—ORGANIZATION OF THE COUNTY—PECULIAR ACTION OF THE BOARD OF COMMISSIONERS—BOUNDARIES DEFINED—LOCATING THE COUNTY SEAT—EARLY SETTLERS—PETER NAVARRE—PETER MANOR—FIRST POST OFFICE—EVOLUTION OF LUCAS COUNTY—ROAD BUILDING—PLANK ROADS—MODERN HIGHWAYS.

Lucas County was created by the act of June 20, 1835, which was one of the "war measures" enacted by the special session of the General Assembly, called to consider questions growing out of the boundary dispute between Ohio and Michigan. The territory comprising the county was taken from the northern part of Wood County, the disputed strip between the Fulton and Harris lines of survey, a portion of Henry County and a little of the northwest corner of Sandusky County. The act made provision for the immediate organization of the county; designated Toledo as the county seat until some other location should be selected; attached the county to the Second Judicial District, of which David Higgins was the presiding judge; and provided that a session of the Common Pleas Court should be held in Toledo on the first Monday in September. The county was named for Robert Lucas, then governor of Ohio.

Robert Lucas was born at Shepherdstown, Jefferson County, Virginia, April 1, 1781. When he was about nineteen years of age his parents removed to Scioto County, Ohio. Young Lucas had studied surveying in Virginia and had barely reached his majority when he was elected surveyor of Scioto County. In 1803 he ran and marked the line between Scioto and Adams counties. The same year he was commissioned by Governor Tiffin to recruit twenty men for military duty, it being then thought there would be trouble with Spain over the purchase of Louisiana. His men were not called into service and he continued peaceful pursuits until after Congress declared war against England in 1812. Then he was commissioned captain in the Nineteenth United States Infantry, but before joining his regiment he was made brigadier-general and assigned to the command of the Second Brigade, Second Division, Ohio militia, which caused him to resign his captain's commission in the regular army.

Politically, Governor Lucas was an unswerving Democrat. In 1830 he was nominated for governor by his party, but was defeated by Gen. Duncan McArthur. Two years later he was elected governor and was re-elected in 1834, the famous "Boundary War" occurring during his second administration. In 1838 he was appointed governor of Iowa Territory by President Van Buren and served in that office until the inauguration of President Harrison in 1841, when he was removed and returned to Ohio. In 1842 he was the Democratic candidate for Congress in his district, but was defeated. He then removed to Iowa and located at Iowa City,

where he was elected a delegate to the first constitutional convention for that state. Here he again figured in a boundary dispute, having been appointed a member of the committee to adjust the boundary line between Iowa and Missouri. Displeased with the nomination of Franklin Pierce for President by the Democrats in 1852, he left that party and joined the Whigs. This was his last political campaign, as his death occurred at Iowa City on February 7, 1853.

ORGANIZATION

As stated in the preceding chapter, the Common Pleas Court which met shortly after midnight on September 7, 1835, appointed John Baldwin, Robert Gower and Cyrus Holloway commissioners for Lucas County, with power to appoint other county officers, etc. Just a week later, September 14, 1835, Commissioners Baldwin and Gower, a majority of the board, met in Toledo and completed the county organization by the appointment of the following officers: Samuel Young, of Maumee City, auditor; Eli Hubbard, of Port Lawrence, treasurer; Frederick Wright, of Port Lawrence, recorder. Although the name "Toledo" had been adopted in 1833, the commissioners, for some reason, still referred to the town as Port Lawrence. Following the appointment of the above officers, the commissioners erected a new township, "to be called Lucas, and to consist of that part of Lucas County lying north of the Fulton line and west of the east line of Range 4 east." This township included the western part of the territory in dispute and is now in Fulton County.

At the second session of the board on October 12, 1835, an action was taken that probably has no parallel in Ohio history. Port Lawrence Township, which embraced the eastern part of the disputed territory, had been erected by the Michigan authorities on May 27, 1827, as a township of Monroe County. To avoid a conflict with Monroe County, which still claimed jurisdiction, the board adopted the following:

"Whereas, it being deemed expedient and absolutely necessary for the well-being and the enjoyment of the rights of citizens of this state, that that part of the County of Lucas known as 'the disputed territory,' and lying north of the so-called 'Fulton line,' be annexed to the Township of Waynesfield, therefore, be it

"Resolved, that that part of Lucas County known as Port Lawrence Township, be annexed to the Township of Waynesfield for all civil purposes, and that the electors of the said Port Lawrence Township shall have equal rights and privileges at the ensuing election with the other electors of Waynesfield Township. And be it further

"Resolved, that notice be, and the same is hereby, given to the electors of Port Lawrence Township, that they shall vote at Maumee City, and thus have the privilege of voting without the interference of the Michigan authorities."

These resolutions were adopted at the forenoon session on October 12, 1835, and as the next day was the second Tuesday of the month—the day of the state election—no time was lost in passing the word along to the voters of Port Lawrence Township that they were to vote at Maumee. On the afternoon of the election day, the commissioners still being in session, and the necessity for the annexation no longer existing, the board ordered that "The object for which Port Lawrence Township

Drawn by Henry Howe in 1846

MAUMEE CITY FROM FORT MEIGS

Maumee at this time contained about 1,100 inhabitants. It was the County Seat, and had 16 stores for general merchandising, 8 groceries and 3 drug stores. The churches are, left to right, Methodist, Catholic and Presbyterian. The Episcopal Church is outside of the picture. The position of the plat beyond the Catholic Church is the scene of the massacre, in 1812, of Colonel Dudley's Kentucky troops.

Maumee and Perrysburg were at the head of steamboat navigation. The common stage of water then in the river, between these places and Toledo being, according to Howe, six and one-half feet.

was annexed to the Township of Waynesfield having been accomplished, the said Port Lawrence Township is restored to its former status."

At this election on October 13, 1835, county officers were for the first time chosen by the voters of Lucas County. The result of the election in this respect was as follows: Horatio Conant, clerk; Munson H. Daniels, sheriff; Samuel M. Young, auditor; Sanford L. Collins, treasurer; Frederick Wright, recorder; Samuel Bartlett, John Baldwin and Robert Gower, commissioners; Andrew Coffinbury, prosecuting attorney; William Martin, surveyor. A complete list of the county officers will be found in Chapter XXXVI.

BOUNDARIES DEFINED

When Lucas County was created in June, 1836, "an emergency existed" and the boundaries were not clearly defined. By the act of March 14, 1836, "the act to create the County of Lucas" was amended so that its boundaries and extent were clearly set forth as follows: "Beginning at a point on Lake Erie, where the line commonly called 'Fulton's line' intersects the same; thence due west with the said Fulton's line to the Maumee River; thence in a southwesterly direction, with the said river, to the east line of the County of Henry; thence north, on said line, to the northeast corner of Township six (6), in Range eight (8); thence west, on said township line, to the east line of the County of Williams; thence north to the northern boundary of the state, called the 'Harris line;' thence in an easterly direction, with said line, until a line drawn due north from the place of beginning shall intersect the same; thence south to the place of beginning."

These boundaries included the present County of Lucas, all the present County of Fulton, except a strip two miles wide along the southern border and a strip across the western part, which was taken from the County of Williams when Fulton was organized in February, 1850, at which time the boundaries of Lucas County were fixed as they are at present.

LOCATING THE COUNTY SEAT

Although the act creating the county designated Toledo as the seat of justice, the matter of locating a permanent county seat was left for the people to decide. Many thought Maumee was a better location, i. e., more convenient for a majority of the citizens, and a movement was soon started for the removal of the county seat to that place. The Maumeeites succeeded in having the question submitted to the voters at the general election to be held on October 8, 1839. On July 29, 1839, while the issue was being actively discussed, the Toledo City Council appropriated "a contingent fund of $80.00, to defray the expenses in preventing such removal."

Jacob Clark, Hezekiah D. Mason, Andrew Palmer and Daniel Segur were appointed a committee to take charge of the fund and use the same in the best manner, according to their judgment, for the accomplishment of the purpose for which it was appropriated. Mr. Mason was then mayor of the city. There was some talk of "Toledo's slush fund to corrupt the voters," but it must be admitted that not many voters could be corrupted with the modest fund of eighty dollars, unless voters were much cheaper in those days than they were some fifty years later. Whether

it was the "slush fund," or merely popular sentiment, Toledo won in the election by a majority of fifty votes, which brought smiles to that city and long faces to Maumee.

But the advocates of Maumee had not exhausted their resources. They appealed to the General Assembly and that body authorized the appointment of three commissioners "to review and relocate the seat of justice of Lucas County." Early in June, 1840, the commissioners reported in favor of Maumee. The board of Lucas County commissioners was then composed of Eli Hubbard, David Hobart and John Van Fleet. Hubbard was a Toledo man, but the other two commissioners were inclined to favor Maumee. They therefore promptly approved the report of the county seat commission, ordered the county offices removed to Maumee, and on June 17, 1840, accepted the proposals of John E. Hunt and others for the erection of county buildings at the new seat of justice.

Toledo was defeated for the time being, but all the people had to do was to follow the example of the Scotchman, when the fish were not biting well, and "bide a wee." Between the years 1840 and 1850 the population of Lucas County increased from 9,382 to 12,363 and over 80 per cent of that increase was in the City of Toledo. This rapid growth encouraged the Toledoites to make another effort to secure the county seat. An agitation was at once commenced to have the question once more submitted to the voters, which was done at the general election on October 12, 1852. The year 1852 was a Presidential year, but the county seat question in Lucas County overshadowed the national campaign. Considerable bitter feeling was aroused and in a few instances the argument between individuals culminated in a "fist fight." The vote "For" and "Against" the removal by townships and municipalities was as follows:

Township or City	For	Against
Manhattan	93	2
Maumee City	2	580
Oregon	135	135
Port Lawrence	21	1
Providence	....	90
Spencer	7	48
Springfield	12	126
Swanton	....	58
Sylvania	135	3
Toledo City	1,602	18
Washington	153	2
Waterville	8	154
Waynesfield	3	45
Total vote	2,171	1,262

Thus Toledo won by a clear majority of 909 and has since remained the seat of justice. The total vote cast at this election was 3,433 and at the state election in October, 1853, it was only 2,622, indicating that there were over eight hundred voters in the county who were more interested in the location of the county seat than in the election of a state governor.

PETER NAVARRE

The famous scout, under General Harrison. Born in Detroit in 1785 and died in Toledo in 1874.

EARLY SETTLERS

As stated in a former chapter, a French trading post was established on the Maumee River in 1680, but was abandoned after a few years. More than a century later—about 1790—Jean Baptiste Beaugrand and Gabriel Godfroy opened a trading house at the foot of the Maumee Rapids, near the site of the old trading post of 1680. Other Frenchmen settled near the trading post, among them Pierre Momonee, Jacques Peltier and a man named La Pointe. How long Beaugrand and Godfroy remained there is not known. In January, 1813, the latter was living at Frenchtown (now Monroe, Michigan), and his house was burned at the time of General Winchester's defeat there.

Not long after Godfroy and Beaugrand built their trading house, John Anderson, who had held a colonel's commission in the British army during the Revolutionary war, located near the foot of the Rapids. He brought with him a stock of goods for the Indian trade, and also engaged in farming. Hosmer fixes the date of his arrival in the Maumee Valley as 1800, but another account states that the Indians regaled themselves with green corn from his fields after their defeat at Fallen Timbers in August, 1794. He was the first English speaking trader in the valley.

During the first decade of the Nineteenth Century, a number of white people settled along the Maumee, within the present limits of Lucas County. By 1807 there was quite a French colony near the mouth of the Maumee, on the south side, where grew up in later years the suburb known as "Ironville." This settlement was augmented in 1807 by the arrival of Peter and Robert Navarre. Later they were joined by their brothers, Alexis, Antoine, Francis and Jacques. These brothers intermarried with the Indians and by the Treaty of Maumee, February 8, 1833, they were granted a reservation of 800 acres of land where they had so long lived.

Peter (or Pierre) Navarre was especially prominent in the early history of the Maumee Valley. He was born in Detroit in 1785 and was a grandson of that Robert Navarre, who was appointed the first royal notary of Detroit about 1745. He received a fair education in the parochial school at Detroit and at an early age became interested in the fur trade. Before he was twenty-one years of age he was employed by a Detroit firm to open up a trade with the Miami Indians, whose principal village was at the head of the Maumee River. Peter spoke French and English, as well as several Indian dialects, and was not long in learning Miami. He formed a lasting friendship with Little Turtle, the great Miami chief. When the War of 1812 began, Peter, Alexis, Robert and Jacques Navarre all joined General Hull's army at Detroit. They offered to procure the allegiance of the Miami Indians, but Hull appeared to be afraid to trust Indian allies and the offer was declined. The Miami tribe afterward joined the British. The four brothers were surrendered by Hull at Detroit and were paroled. As they were not regularly enlisted, they paid no attention to the parole and were soon afterward engaged as scouts for General Harrison's army. The refusal of General Winchester to believe their report was responsible in a great degree for the massacre at the River Raisin in January, 1813.

Peter's activity in carrying dispatches, etc., for General Harrison, and in ascertaining and reporting the strength and probable movements of the British armies, led General Proctor to offer a reward of £200 for his scalp. But Navarre was too well skilled in woodcraft to be caught unawares. He continued his labors in behalf

of the American cause, always keeping a sharp lookout for the enemy, and the reward was never claimed. After the war was over, as his name did not appear upon any of the muster rolls of regular military organizations, he failed to receive a pension, or even adequate pay for his services. Years afterward, when he was growing old, friends interceded for him and Congress granted him a pension. He died at his home in East Toledo, March 20, 1874. For several years prior to his death he was president of the Maumee Valley Pioneer Association.

About half a dozen English families were living in 1807 where the Town of Maumee now stands. Among them were David Hull (nephew of Gen. William Hull), James Carlin, who had a blacksmith shop there, and his son, "Squire" Carlin, who removed a few years later to Hancock County.

In the closing years of the Eighteenth Century a young Frenchman named Pierre Menard was employed by the Northwest Fur Company. While opening up a traffic with the Indian tribes, he visited the Maumee Valley. About 1808 he left the Northwest Company and established a trading post of his own. D. W. Howard, a descendant of one of the pioneer families of Fulton County, says Menard's trading post was on the south side of the Maumee, near where Fort Meigs was afterwards built, where for several years he carried on a lucrative trade with the Indians. After a time his name became Anglicized and he was known far and wide as Peter Manor, and later as "Uncle Pete Manor."

When war between Great Britain and the United States became imminent, he warned the American settlers on the opposite side of the river that they were in danger of being attacked by Indians, but they refused to heed the warning. One evening an Indian scout, who was a friend of Manor, visited his trading post. After he had eaten supper and smoked some of Manor's tobacco, he addressed the Frenchman thus: "You my friend; you have been adopted into my tribe and made chief. Four suns from now many Potawatomi warriors come and kill the palefaces across the river, but you shall not be harmed." Manor said nothing until the scout rolled himself in his blanket and went to sleep. Then he stole quietly out, paddled across the river in his canoe and told the settlers what he had just learned. Again they refused to credit the report and went on with their work, believing they were safe.

Just at daybreak on the fourth day the scout again came to Manor's cabin. Pointing to the sky about where the sun would be at ten o'clock, he told the trader that when the sun reached that point the Indians would begin their deadly work in the settlement on the other side of the river. Instructing his wife to feed the scout well and keep him in the cabin, Manor once more crossed the river to warn the settlers. This time they believed him and, hurriedly gathering their families and a few personal effects, they went up the river out of sight of Manor's cabin, crossed over and started for Fort Findlay. At the appointed hour the Indians arrived. Finding their intended victims gone, they asked Manor where they were, but he pretended ignorance of their whereabouts. Finally a chief drew his tomahawk and coolly informed Manor that he must tell the truth or die.

Uncle Peter knew the chief and knew he would keep his word. But to confess that the settlers had just left their homes that morning would not help him in the least, for the savages would feel certain that he had given them notice. To make matters worse, just at this moment some of the Indian scouts came in and reported that they had found a fresh trail leading southward into the Black

Swamp. It was a critical moment, but Manor's presence of mind did not desert him. He had been cutting hay on the prairie over which the settlers had passed. Pointing to a stack of hay he explained that the trail the scouts had discovered was merely that made by his men and oxen while putting up hay the day before. This seemed to satisfy the chief, though Manor's store was plundered, his cattle killed to furnish a feast for the Indians, and his cornfield stripped of its roasting ears. Before leaving the Indians set fire to some of his buildings, though they spared the cabin in which he lived.

After the War of 1812 the settlers in the Maumee Valley petitioned the Government for indemnity for the losses they had sustained. Uncle Pete was not asked to sign the petition, though he was probably the heaviest loser among them, and in fact knew nothing of the petition until some years later. Consequently, while the settlers whose lives he had saved received from the United States, at least a sum sufficient partially to restore their property, he did not receive a cent. The Indians, among whom he had lived for so many years, were more generous. Manor was an adopted son of the Ottawa chief, Tondagamie (the Dog), who was granted a reservation of three miles square at the Wolf Rapids of the Maumee River by the treaty concluded at Detroit in November, 1807. Out of this reservation Manor was given 960 acres, in what is now Providence Township, Lucas County. In March, 1836, he sold 643 acres of this land to Robert A. Forsyth and George B. Knaggs for $60,000. "Uncle Pete" passed the remainder of his life on the other 317 acres and was buried there at his death.

Early in the year 1810 President Madison appointed Amos Spafford collector of customs for the "District of Miami." Spafford's first report was for the quarter ending on June 30, 1810. It showed exports of furs amounting in value to $5,610.85 and twenty gallons of bears' oil, valued at $30, a total of $5,640.85 exported, with no imports. The customs office was in the settlement opposite the site of Fort Meigs, where a post office was established and Mr. Spafford was appointed postmaster, his commission bearing date of June 9, 1810. This was the first post office in what is now Lucas County; the first between the present towns of Monroe and Fremont on the mail route between Sandusky and Detroit; and the first between Lake Erie and Chicago. Spafford held the office of collector until after the War of 1812. His report for the fiscal year ending on June 30, 1814, showed the expense of maintaining the office to be as follows:

Office rent	$10.00
Fuel and stationery	15.75
Fees	2.50
Total	$28.25

Certainly a very modest expense, but the income from the office was in proportion. A comparison of these figures with the commerce of Toledo at the present time will give the reader some idea of the almost marvelous progress that has been made during the century.

During the War of 1812 the few settlers in the Maumee Valley suffered from three sources. Part of their property was appropriated by the United States military authorities for the support of the garrison at Fort Meigs; some of it

was confiscated by the British troops; and by frequent Indian forays they were driven from their homes. After the war most of them returned and began the work of rebuilding. In this work they depended largely for their lumber supply upon the old "arks," or government transports, lying in the river, and the abandoned stockade and blockhouse of Fort Meigs. The competition for the possession of these became so spirited that one night an incendiary—supposed to have been some disappointed home builder—applied the torch and what was left of the fort "went up in smoke." Then the only available building material was the trees of the adjacent forest, but there was no sawmill to convert them into lumber, and the hardships of the pioneers under such circumstances can be better imagined than described.

One of the first acts of the settlers after reëstablishing their homes, was to present to the Government a petition praying for indemnity for the losses they had suffered during the war. Among those who received such indemnity were: Oliver A. Armstrong, George Blalock, James Carlin, William Carter, Thomas Dick, Samuel Ewing, Samuel H. Ewing, Ambrose Hickox, David Hull, William Peters, Andrew Race, Richard Sifford, Jesse Skinner, James Slawson and Amos Spafford. One of the largest claims presented was that of James Carlin—$110 for a dwelling, $58 for a blacksmith shop, and $30 for a two-year-old colt—a total of $198. Most of the claims ranged from forty to seventy-five dollars.

To add to the trials of these pioneers, the title to their lands became a matter of doubt. They had purchased their farms within the twelve miles square ceded by the Greenville treaty. By mistake a portion of this tract was ceded a second time by the Brownstown treaty in November, 1808. They had barely become settled after the war, when Congress ordered a sale of the lands ceded to the United States by the Brownstown treaty. Amos Spafford wrote to President Madison explaining the situation. In this letter he said: "Should the time not be known, or the place of sale be so remote that myself and others cannot attend all would be lost. First, burned by the enemy; secondly, destroyed by our own army; and thirdly, sold out by an act of the Government, to whom, we don't know. This would be the last sacrifice that we could possibly make."

Mr. Spafford's appeal had the desired effect. The sale was held at Fort Meigs and the settlers were so favored in the bidding that they were permitted to obtain their lands without competition. With a perfect title, better improvements were made and from that time on the settlement of the country was more rapid. For a further account of the early settlements of Lucas County, see the chapter on Townships and Villages.

EVOLUTION OF LUCAS COUNTY

Before becoming an independent political organization, Lucas County was successively included in the counties of Hamilton, Wayne, Greene, Logan and Wood. Hamilton County, the second in the Northwest Territory, was created on January 2, 1790, by proclamation of Governor St. Clair. By a second proclamation on February 11, 1792, the eastern boundary of the county was extended to Lake Erie, near Sandusky, and the western, which passed through the present counties of Henry and Fulton, was extended northward to the territorial line. Wayne County,

which was created by the proclamation of Winthrop Sargent on August 15, 1796, has already been described in the chapter on the Northwest Territory. In 1803 Greene County was created by the Ohio Legislature. It embraced all the northwestern part of the state.

Logan County was created in 1805. It was imperial in its extent, embracing the present counties of Allen, Auglaize, Defiance, Fulton, Hancock, Hardin, Henry, Lucas, Marion, Paulding, Putnam, Sandusky, Seneca, Van Wert, Williams, Wood and Wyandot, and parts of Crawford, Logan, (i. e. the present County of Logan), Mercer, Morrow, Shelby and Union. This county was not fully organized until in 1817, when the county seat was established at Bellefontaine. Even then much of it was unsettled and some of the land comprising it was still claimed by the Indians.

By the act of February 12, 1820, the Ohio General Assembly provided "That all that part of the lands lately ceded by the Indians to the United States, which lies within this state, shall be, and the same is hereby erected into fourteen separate and distinct counties, to wit: Allen, Crawford, Hancock, Hardin, Henry, Mercer, Paulding, Putnam, Sandusky, Seneca, Union, Van Wert, Williams and Wood."

The boundaries of these counties were established on April 20, 1820, though several years elapsed before all were fully organized. Wood County included within its limits the greater part of the present County of Lucas. The first meeting of the board of commissioners of Wood County was held on April 12, 1820, at the store of Almon Gibbs in Maumee City, which place was the first county seat. The Commissioners were John Pray, Samuel H. Ewing and David Hubbell. One act of the board at this session was to appoint William Pratt county treasurer. The second session of the board was held at the same place on May 3, 1820, when David Hull and Seneca Allen filed their bonds as sheriff and auditor, respectively. Thus was civil government introduced within what is now Lucas County. At the same time and place was convened the first court ever held in the Maumee Valley. George Tod, whose son David was afterward governor of Ohio, was the presiding judge, and the associate judges were Dr. Horatio Conant, Peter G. Oliver and Samuel Vance.

The first townships in the lower Maumee Valley were erected by the Wood County authorities in 1816. In 1823 the county seat of Wood was removed to Perrysburg, on the south side of the Maumee, but the territory now constituting Lucas County was not set off as a separate political division until the act of June 20, 1835, mentioned at the beginning of this chapter.

ROAD BUILDING

The earliest roads in the lower Maumee Valley were not regularly surveyed and constructed as public highways. They were adopted largely by accident and belonged to nobody in particular. Most of them followed old Indian trails, which ran hither and yon, without regard to the cardinal points of the compass, irregular as cow paths. As a civil engineer, the red man was more or less of a success. Without technical knowledge of road building, he followed "the line of least resistance," dodging swamps and avoiding steep hills, yet his trail was always the shortest practicable route between two points. Several of these trails centered at the foot of the Maumee Rapids, which was a favorite place for council fires, or tribal gather-

ings. This was especially true after the English built Fort Miami in the spring of 1794. The trail between the Rapids and Detroit followed the Maumee River for a considerable distance, being almost identical with what is known as the River Road and the present Summit Street in the City of Toledo.

Before the Government surveys were made and section lines established, the wagons of the pioneers usually followed the Indian trails, and some of the principal thoroughfares leading to the interior were afterward made to coincide closely with these primitive routes, because they were found to be the most direct and convenient. The first roads therefore were mere openings through the timber. Occasionally a tree had been felled by the ax of the immigrant—cut so low that the axle of his wagon would pass over the stump—and rude log bridges were constructed over some of the creeks. Some one has said: "Good roads are the product of two great forces—civilization and wealth." The first settlers in the Maumee Valley were not lacking in the fundamental elements of civilization, but their capital available for road building was limited.

In the attempt to solve the problem of connecting settlements and markets by public highways, the state, the nation and the pioneers all gave early consideration to the subject. The enabling act providing for the admission of Indiana into the Union, granted to the state three per cent of the net proceeds resulting from the sale of public lands to be applied to the construction of public roads and canals. The provisions of this act were afterward extended to Ohio, which state had been admitted thirteen years earlier, but the amount received from the "three per cent fund," as it was called, was not large, nor was it always judiciously expended.

On October 28, 1822, the field notes and survey of a road from the Village of Maumee to the Indiana state line were certified to the commissioners of Wood County. This was a state road and was officially described as "Beginning at the Village of Maumee; thence up the north side of the Maumee River, along the military road, to Defiance; thence across the Maumee at Wayne Street to Second Street and up the west side of the Auglaize River for eight miles; thence up the north bank of Crooked Creek to the Indiana state line, in the direction of Fort Wayne—distance sixty-seven (67) miles, sixty-three (63) chains."

In these notes is found the first mention of a road (except Wayne's old military road) in the Maumee Valley. It will be noticed in the description that no attention is paid to section lines. Like all the early roads, the line was varied so that the road might follow the most convenient and practicable route, especially in crossing streams and marshy places. In later years many of the early roads were straightened, as far as possible, to conform to the section lines.

At a meeting of the Wood County commissioners held in June, 1823, James H. Slawson and others presented a petition asking for the appointment of viewers to examine and lay out a county road, commencing on the bank of the Maumee River in front of Tract No. 28 of the United States reserve of twelve miles square, at the foot of the Rapids of the Maumee, and running thence on as direct a line as the nature of the ground would admit to the sawmill of Leaming & Stewart, on Swan Creek. The sawmill mentioned was where the Village of Monclova is now situated. The road, about four miles in length, was opened in response to the petition and was the first highway established by local authority within the present limits of Lucas County.

In the meantime Congress, by the act of February 28, 1823, authorized the State of Ohio to "lay out, open and construct a public road from the lower Rapids of the Maumee River to the western boundary of the Connecticut Western Reserve, in such manner as the Legislature of said state may by law provide, with the approbation of the President of the United States, said road forever to remain a public highway." To aid the state in the construction of the road, the strip 120 feet in width and the one mile on each side adjoining, granted to the United States by the treaty of Brownstown (November 25, 1808), were given to Ohio. All land not actually needed for the road was to be sold at not less than $1.25 per acre, the proceeds to be used in building the road. If a surplus existed when the road was finished, it was to be applied to keeping the highway in repair. The road was to be built within four years from the passage of the act, beginning at the ford near the foot of the lowest Rapids of the Maumee and running east, via Fremont, to the Western Reserve.

The road between Perrysburg and Fremont, under the provisions of the above mentioned act, was commenced in 1825. It was called the "mud-pike" and, as one of the old settlers expressed it, "in wet seasons, or in the spring when the frost left the ground, it was just a little bit worse than no road at all." In 1838 the committee on roads and canals in the Ohio Legislature recommended an appropriation of $40,000, for macadamizing "the road through the Black Swamp between Fremont and the Maumee River." An act to this effect was passed and with the appropriation work was commenced the following summer, under the direction of Gen. John Patterson, who afterward superintended the construction of the national road through Central Ohio. The road between Perrysburg and Bellevue—on the west line of the Western Reserve—was completely macadamized by 1842, the first improved highway in Northwestern Ohio. It continued to be the great line of travel between the East and Northwest until the completion of the Cleveland & Toledo (now the Lake Shore) Railroad in 1853. During this period the stage line of Neil, Moore & Company was operated over the road, transporting mail, express matter and passengers.

Another national road in Northwestern Ohio was authorized by Congress. On May 26, 1824, President Monroe approved an act authorizing him to appoint three commissioners "to examine, survey and mark, in the most eligible course," a road to connect the above named road with the City of Detroit. To build this road the sum of $20,000 was appropriated and the President was directed "to employ the troops of the United States to make or assist in making the said road." On May 19, 1828, an additional appropriation of $5,000 was made to complete the work. The commissioners who located the route followed their instructions and selected "the most eligible course." Beginning at Maumee, opposite the terminus of the Perrysburg-Bellevue road, they followed as nearly as possible a direct line to Detroit. A portion of this road now forms Detroit Avenue in the City of Toledo.

Of the local roads in the immediate vicinity of Toledo, the first was authorized by the Michigan territorial authorities, when Port Lawrence Township was divided into two road districts in June, 1827, about a month after the township was erected. A road ordered at that time began near the mouth of Swan Creek and continued out Monroe Street until it connected with the Detroit-Maumee road. It seems, however, that little was done for several years toward improving it, as on March 30, 1830, the road commissioners recommended that "as a matter of public utility,

the territorial road, as it now runs from the mouth of Swan Creek to where it crosses the township line on the north, be adopted as a public highway."

A year or two after this action, a road was opened along the north bank of the Maumee River from Swan Creek to Manhattan, at the mouth of the river. The citizens of Manhattan then continued the line northwesterly to the Harris line, where it connected with the national road between Maumee and Detroit, authorized by the act of Congress, approved on May 26, 1824.

During the decade from 1835 to 1845 numerous petitions were presented to the Lucas County commissioners, asking for the appointment of viewers to establish public roads. Some of these petitions were not granted; others were, and by 1845 the county was fairly well supplied with public highways—such as they were. On July 2, 1844, a petition (No. 133) came before the commissioners praying for the opening of a road "on the most direct route" between Toledo and Maumee. Stephen B. Comstock, Junius Flagg and George B. Knaggs were appointed viewers and upon the approval of their report the road was constructed. This is now the well known "River Road."

PLANK ROADS

By 1845 a considerable number of farmers had located in Lucas and the adjoining counties. Naturally they were interested in better facilities for marketing their products, of which wheat was then the most important. The opening of the Erie & Kalamazoo Railroad in 1836 (see chapter on Transportation) had turned the attention of many to that method of transportation. But, strange as it may seem to the people of the present generation, here was a strong popular sentiment in favor of plank wagon roads, in preference to railroads. Even some of the leading newspapers of that period held to the view that with the construction of good plank roads, railroads would be unnecessary. A correspondent of the "Toledo Blade," signing himself "Sylvania," presented "eight good and sufficient reasons" why a plank road was superior to a railroad, to wit:

1. More than half the first cost of a railroad would be expended in the East, where it would do the people of Ohio no good. 2. All the materials for a plank road (timber was then plentiful) would be furnished along the line and the entire cost expended there, thus keeping the money at home. 3. When built, a railroad could be used only by the company owning it, hence it would be a monopoly. 4. A plank road would not be a monopoly, but would be open to all stages and teamsters and there would be competition. 5. Railroads would consume no coarse grains; nor would they wear out any horses and wagons. 6. Many horses and wagons would be worn out in the use of a plank road, hay, corn and oats would be consumed in large quantities by the horses, and money would be paid out to the whole length of the line to inn keepers for accommodations. 7. Railroads would have a tendency to prevent the construction of good wagon roads near them, so that teams could not successfully compete with them in carrying freight and passengers. 8. The country merchant, instead of calling on his customers for money to pay railroad freights, would call on them to take his produce to market and bring back his merchandise; thus he would sell more goods and his customers could pay their store debts without the use of money.

The agitation for plank roads went on for two or three years before any definite

action was taken. On Saturday, February 12, 1848, a public meeting was held in Toledo to consider the advisability of organizing a plank road company. James Myers presided and William Baker was chosen secretary. Representatives from several townships were present, addresses were made by Hezekiah D. Mason, William M. White, of Sylvania, and others and resolutions favoring the construction of a plank road from Toledo to the Indiana state line were adopted. The meeting also expressed itself in favor of a plank road from Toledo to some point in Southern Michigan, provided sufficient local aid could be secured, and that Toledo should furnish the $25,000 authorized by the Legislature for such a project. Committees were appointed to present the subject to the citizens along the proposed line, after which the meeting adjourned to March 1, 1848.

At the adjourned meeting Emery D. Potter was called to preside and Charles M. Dorr was chosen secretary. Charles W. Hill, T. U. Bradbury, Willard J. Daniels and Hezekiah D. Mason were appointed a committee on resolutions. They reported in favor of a main road "to extend through Tremainesville and Sylvania; thence westerly, on or near the Indiana road, with such branches as business might demand; that the road should enter Toledo on Adams Street and terminate at Water Street," etc. On March 20, 1848, the city council, pursuant to the authority conferred by the General Assembly of Ohio, passed an ordinance appropriating $25,000 as a subscription to the capital stock of the Toledo Plank Road Company. Bonds to that amount were authorized, each bond to be of the denomination of $50.00—equal to one share of the stock—and Charles W. Hill, David B. Mooney, Daniel O. Morton, Daniel Swift and Lyman Wheeler were selected to represent the city in all meetings of the stockholders.

The company's charter provided for two roads. One, known as the South Branch, was to pass through the townships of Springfield and Swanton, the southern part of Fulton County, to West Unity, near the present east line of Williams County. The North Branch was to leave Toledo via Cherry Street, pass through Tremainesville, cross Ten-mile Creek on the old United States turnpike, thence through the townships of Washington, Sylvania and Richfield to Morenci, Michigan. Townships along the line voted stock subscriptions ranging from $2,000 to $4,000 each. On an old map of Toledo, published in 1857, Cherry Street appears as the "Plank Road."

Four portable sawmills were purchased by the company for cutting the lumber necessary for the construction of the road. A. V. Stebbins and Thomas D. Thomas were awarded a contract for building ten miles of the South Branch, from Toledo to Thomas Ward's house in Springfield Township. Work on the North Branch was done by the company under the direction of a Mr. Collister, of Norwalk. In due time both branches were completed according to the original plan. As frequently happens with such enterprises, the estimates of the receipts from tolls were entirely too liberal. During the first few years, while the road was in good condition, a small income above actual expense of operation was realized. The wear and tear were greater than had been anticipated and when the time came for extensive repairs there were no funds in the treasury for that purpose. After a precarious existence of some ten or twelve years, the company went into the hands of a receiver, who wound up its affairs. The experience of this company was similar to that of other plank road companies and the people began to look with more favor upon the railroad.

MODERN HIGHWAYS

With the invention of the automobile and motor truck, the demand for good roads became general all over the country. To satisfy this demand counties and townships have voted "road bonds" and thousands of dollars have been expended in the improvement of public highways. In this work Lucas County has not been a laggard. A road map of the county, published about the beginning of the year 1922, shows that the county has approximately six hundred miles of public highway, about one-half of which is of the improved type. The unimproved roads are classed under the general term of "dirt roads," though here and there are short stretches that have been graveled or macadamized, but these are not shown on the map. The following table shows the road mileage of the county by townships (fractional miles omitted):

Townships	Improved	Dirt
Adams	28	20
Jerusalem	15	30
Monclova	25	22
Oregon	40	15
Providence	21	38
Richfield	16	32
Spencer	12	36
Springfield	20	24
Swanton	21	30
Sylvania	22	24
Washington	36	18
Waterville	16	16
Waynesfield	8	5
Total	280	310

In cases where a road occupies a line between townships, one-half of such road is credited to each of the adjoining townships. The same system applies to roads on county lines, only one-half the mileage being given to the township in Lucas County along whose border the road runs.

CHAPTER XVI

TOWNSHIPS AND VILLAGES

TOWNSHIPS OF TWO CLASSES—EACH CLASS DEFINED—LUCAS COUNTY TOWNSHIPS—ADAMS—JERUSALEM—MONCLOVA—OREGON—AN INDIAN DEED—PROVIDENCE—RICHFIELD—SPENCER—SPRINGFIELD—SWANTON—SYLVANIA — WASHINGTON—WATERVILLE—LEGEND OF ROCHE DE BOEUF—WAYNESFIELD—MAUMEE CITY—EARLY SETTLERS IN EACH TOWNSHIP—VILLAGES—RAILROADS—CHURCHES—POPULATION, ETC.

Townships are of two classes—one based on the Government survey of the public domain, and the other the smallest unit of civil government in the United States. The former are sometimes called "Congressional townships," because the surveys were made in accordance with acts of Congress. They are, except in rare cases, six miles square, divided into thirty-six sections, each including one square mile. The exceptions occur where the survey is interrupted by a lake, river, or some other insurmountable obstacle, and where "fractional" townships are formed. Beginning at an east and west "base line," the first tier of townships is No. 1 north or No. 1 south, as the case may be. From a "prime meridian" running due north and south, the townships are divided into ranges, the first tier east of the meridian being Range No. 1 east and that on the opposite side Range No. 1 west. Consequently, every Congressional township is bounded on the north and south by township lines, and on the east and west by range lines.

Civil townships are of unequal size and may be bounded by natural features, such as creeks, rivers, the summits of ridges, etc., though in some localities the civil and Congressional townships are identical. In the New England States the township is more of a factor in local government than the county. At the annual town meeting, officers are elected for the ensuing years, taxes levied for town purposes and other important questions decided by vote of the entire population. Thomas Jefferson declared these town meetings to be the bulwark of American political liberty.

In the South the civil township is practically unknown and the county is the important unit of local government. Where the township exists at all in many districts of the South, it is more as a matter of convenience in dividing the county into road and school districts than for purposes of local government. In several Southern States townships appear on the map, but no township officers are elected; at least none with power to regulate local affairs.

Throughout the Middle West these two systems are combined. The county authorities provide for the various courts, levy taxes for county purposes, and exercise a sort of general supervision over township affairs. The township officials are responsible for the establishment and maintenance of public schools, the repair of highways, etc. In most of the states of this section, the township authorities may

issue bonds for school or public improvement purposes, when such bond issues have been approved by popular vote, and to provide by taxation for the payment of interest and principal of the bonds.

LUCAS COUNTY TOWNSHIPS

The first township in what is now Lucas County was that of Port Lawrence, which was erected by the authorities of Michigan Territory on May 27, 1827, and attached to Monroe County. It embraced about one-half of the present County of Lucas and a large part of that strip which was claimed by both Michigan and Ohio (See chapter on The Boundary War). It passed out of existence on December 1, 1856, when a considerable portion of its territory was included within the city limits of Toledo and the remainder was annexed to Springfield Township.

Manhattan Township, which was located at the mouth of the Maumee River, was established in June, 1840, but in 1874 its territory was annexed to the City of Toledo and Oregon Township.

Twelve townships once in Lucas County were taken to form the County of Fulton in February, 1850. They were: Chesterfield, Clinton, Dover, Franklin, Fulton, German, Gorham, Pike, Royalton, Swan, Creek, Wing and York. This left ten civil townships in Lucas County. Since then three others have been erected, so that at the beginning of the year 1922 there were thirteen townships in the county, to wit: Adams, Jerusalem, Monclova, Oregon, Providence, Richfield, Spencer, Springfield, Swanton, Sylvania, Washington, Waterville and Waynesfield. For convenience these townships are described in alphabetical order.

ADAMS TOWNSHIP

On December 3, 1856, the county commissioners of Lucas County adopted the following resolution: "That the territory heretofore belonging to the Township of Port Lawrence, and which was on the 1st day of December, A. D. 1856, set off from said Township of Port Lawrence and annexed to the Township of Springfield, together with sections Nos. 4, 5 and 6 in Town No. 3, United States Reserve; the south fractional half of sections Nos. 31, 32, 33 and 34 in Town No. 9 south, Range 7 east; the south fractional half of section No. 36, Town 9 south, Range 6 east; sections Nos. 1, 2 and 12, the east half of sections Nos. 11, 14 and 23, and fractional sections 13 and 24, all in Town 2, United States Reserve; fractional section No. 19, Town 3, United States Reserve; all that part of private grants Nos. 575, 578, 579, 580 and 581, which was formerly in Springfield Township; also all that territory which was formerly in Waynesfield Township lying northeast of private grant No. 581, extending to the center of the Maumee River; thence down said river to the southwest corner of the City of Toledo, be established as the Township of Carey; and that the first meeting for the election of officers for said new township be held at the home of Henry Driver on December 22, 1856."

At the election as above provided for, J. P. Hill, Darius Mills and Peter H. Shaw were chosen trustees; George W. Norton, clerk; Elisha Mulford, treasurer. The township continued under the name of Carey until 1860, when it was changed to Adams. It is centrally located, being bounded on the north by Sylvania and Washington townships; on the east by the City of Toledo; on the southeast by the

Maumee River, which separates it from Wood County; on the south by Waynesfield Township, and on the west by the townships of Monclova and Springfield. Swan Creek flows in an easterly direction through the central portion and the northern part is drained by tributaries of the Ottawa River. The soil is generally fertile and truck farming is an important occupation, the City of Toledo affording a ready market for the products.

Early Settlers—In 1833 Orlando Bushnell located on eighty acres of land in the United States Reserve and he is credited with the distinction of being the first actual settler. At the time whisky was freely used at house-raisings, log-rollings, etc. Mr. Bushnell was conscientiously opposed to the use of intoxicating liquors. In inviting his neighbors to a "raising" he informed them that no whisky would be supplied. The result was, the settlers refused to assist him in erecting his cabin. Some friends in Vienna, sixteen miles away, hearing of his predicament, came over and raised his cabin for him.

Soon after Mr. Bushnell came Bernard Cass, a half-brother of Gen. Lewis Cass' father, and his three sons—Charles M., Joseph G. and Samuel. Another settler in 1833 was John Patten, who located in the same neighborhood. He died suddenly soon after building his log house, aged seventy-three years. A son and a daughter —Harvey and Nancy Patten—continued to live on the homestead for more than fifty years after the death of their father.

During the year 1834 several families were added to the population of the township. Among them were Valentine Bargy, who bought eighty acres that had been entered by Augustus Whitney a year or two before. Michael Carney and Charles McTague, who purchased land from William M. Hudson. One of Mr. McTague's daughters (Ella) afterward taught for several years in the public schools of the township. John Egnew entered eighty acres in Section 12, but soon afterward sold it and removed to Swanton.

Harvey Kellogg settled in the township in 1837. A story of Mr. Kellogg is told, which illustrates the condition of the township at the time it was organized in 1856. He was a delegate to a Sunday School convention at Maumee and when called upon for a report from his township, said: "We have no church, nor minister, nor lawyer, in Adams Township, but a doctor has lately moved in and the trustees have laid out ground for a cemetery." A laugh followed the statement that the trustees had taken steps for a cemetery so soon after the arrival of the physician and the newspapers mentioned the incident as "an excellent hit by a member from the rural districts."

Mr. Kellogg taught school several terms after coming to Lucas County; was postmaster at Hickory for several years; was justice of the peace for fifteen years, and in 1877 was elected to the Legislature on the Greenback ticket. He was a native of Connecticut and for several years prior to his death was president of the Lucas County Sunday School Union. His wife was the first president of the Woman's Christian Association of the township, which was organized on May 12, 1882. Prior to the organization of this association, religious services had been held in school houses or at private residences. The association at once started a campaign for funds to build a church. A lot at the junction of the Dorr Street road and the Miami & Sylvania turnpike was donated by H. P. and V. Glenn, the sum of $2,000 was raised and in the fall of 1883 the Union Church was dedicated—free to all denominations.

Other early settlers in Adams were: David Byrnes, John W. Clark, Cyrus Davis, John Halpin, David Kaley, Alonzo Lane, N. R. Locke, Peter Y. Mersereau, Samuel Nason, Jeremiah Reynolds and James P. Robinson. Of these pioneers, David Byrnes served as clerk and trustee; John Halpin, trustee; Alonzo Lane, clerk; and James P. Robinson, justice of the peace. Jeremiah Reynolds also served as trustee and justice of the peace, holding the latter office at the time of his death in December, 1868. David Kaley came to Lucas County as a fifteen-year old boy in 1837 and worked for several years on the Miami & Erie Canal, where his brother-in-law had a contract. In 1849 he went to California, where he accumulated over ten thousand dollars in mining. Returning to Ohio in 1853, he bought a farm in Adams Township and there passed the remainder of his life.

Towns and Villages—During the era of speculation that preceded the panic of 1837, towns were laid out all through the Middle West. Circulars—not always strictly truthful—setting forth the advantages of such towns were distributed through the Eastern States and often lots were purchased by credulous persons, hoping to realize large profits from their investment. Most of these towns proved to be of the "mushroom" variety and some of them never got beyond the paper stage. Three of these towns were platted within the present limits of Adams Township.

On June 11, 1836, Samuel Divine, county surveyor, laid out the Town of Vinton for Amos Atkins and Daniel Hubbell. It was located in Section 13, Township 2, on the south side of Swan Creek and adjoining the French grant. The plat showed fifty-four lots and ten streets, but Vinton never came to anything as a town.

The Town of Marengo was located in what is now Adams Township, "on the left bank of the river at the foot of the rocky bar, and therefore at the virtual head of navigation." It was laid out in June, 1836, and was thus described soon afterward by an enthusiastic writer:

"About ten miles from the mouth of the river lies the military reserve. This is a plat of ground extending up and down the river about a mile and a quarter, and lying on both sides. The United States Government would never consent to part with this portion of the public domain until this spring. It was advertised and sold at auction at Bucyrus on the fourth of April last and immense sums of money were on the spot for the purchase. An arrangement was effected by nineteen gentlemen from different parts of the country and the whole was bid off for their benefit and placed in the hands of trustees. The proprietors selected five directors and resolved to lay out a town, which they have named 'Marengo'; and it is expected that the sales will be opened by public auction and from 300 to 500 lots disposed of in that way. It can scarcely admit of a doubt, that Marengo will in a few years become a large and densely populated city. There, it is believed, the Wabash Canal will terminate, as no good reason can be discovered for its extension farther down the river. All the rich commerce of Western Ohio, the Wabash country, a large portion of Illinois, besides much on the Ohio River, must be poured out here, with all the surplus products of this proverbially luxuriant soil, seeking a northern market. Good building stone can easily be procured, as the rock bar extends into the country on each side of the river. And in conclusion, permit me to say, that I hestitate not to predict that at no distant day Marengo will be the largest town in Western Ohio."

The nineteen men above referred to were: James Q. Adams, Norman C. Bald-

win, Henry Bennett, S. B. Campbell, Elnathan Cory, Jedediah D. Cummings, David W. Deshler, Elias H. Haines, David Ladd, Joseph H. Larwell, John E. Lyon, Robert T. Lytle, Daniel B. Miller, William Neil, Christ Neiswanger, John C. Spink, Needham H. Stewart, Jesse Stone and Dwight Woodbury. In the organization of the Marengo Town Company, Norman C. Baldwin, Elnathan Cory, William Neil and John C. Spink were elected trustees, and Norman C. Baldwin, Joseph H. Larwell and Dwight Moody, directors. The plat was made by Hiram Davis, surveyor of Wood County, but the City of Marengo failed to come up to the anticipations of its founders, who had paid $40,000 for the 443 acres of land. The company's affairs were wound up by order of the court in August, 1838.

About this time a company known as the "East Marengo Company" was organized by Charles Borland, David Higgins, Nathan Jenkins, John Patterson, William P. Reznor, H. O. Sheldon and Ezra M. Stone. On June 14, 1836, this company purchased from Rev. James Gilruth and his wife, of Ann Arbor, Michigan, 363 acres of land in Sections 17 and 20, Township 3, for which was paid $36,250. Higgins, Jenkins and Reznor were elected trustees and the Town of East Marengo was laid out, but like other boom towns of that period, it disappointed the hopes of its projectors.

Other early villages were Central Grove, Norwood and Toledo Heights. Part of the territory included in these plats is now within the City of Toledo. The only village shown upon present day maps is Richards, located near the northwest corner of the township.

Although several steam railroads pass through Adams Township, the inhabitants depend chiefly upon the electric lines for transportation. The Toledo & Indiana Electric Railroad runs through the northern part, and the Ohio Electric Railway through the southern part, almost parallel to the old Miami & Erie Canal. Adams has twenty-eight miles of improved highway, four public school buildings, and in 1920 reported a population of 4,735, a gain of 2,100 during the preceding decade.

JERUSALEM TOWNSHIP

This is the youngest township in Lucas County. It was created by an act of the Ohio Legislature, approved on March 10, 1893, which act provided: "That the Township of Oregon, in the County of Lucas and State of Ohio, be divided as follows: All that part of said township lying west of a line running north and south, commencing on the county line between the counties of Ottawa and Lucas, eighty rods west of the southeast corner of Section seventeen (17), Town ten (10) south, of Range nine (9) east; and running thence north through the center of the east half of sections seventeen (17), eight (8) and five (5), town and range as before described; thence through the center of the east half of sections thirty-two (32), twenty-nine (29) and twenty (20), Town nine (9) south, of Range nine (9) east shall be known as Oregon Township. All that part of said township lying east of said line shall be known as Jerusalem. Provided, that so much of the election precincts as remain in Oregon shall be and remain the same as they now are and all in said Township of Jerusalem shall be one precinct."

The act further provided that the trustees of Oregon Township should hold an election in the new Township of Jerusalem on the first Monday in April, 1893. As this township was for many years a part of Oregon, its early history will be found in connection with that township further on in this chapter.

Jerusalem is the most eastern township of the county. On the north it is bounded by the Maumee Bay; on the east by Lake Erie; on the south by Ottawa County, and on the west by Oregon Township. It is situated in what is called the "Black Swamp" district. The surface slopes gently toward the lake and the soil is unsurpassed in fertility. Originally it was heavily timbered and furnished large supplies of lumber and cooperage material. Among those who entered land at an early date was Margaret Bailey, who became the owner of nearly five thousand acres as early as 1839. During the decade from 1840 to 1850 she sold parcels of this land to John B. Arnold, Sylvester Brown, James Cahoo, Coonrod (or Conrad) Dusernois, Joseph Hildebrand, Milton Huntley, Jacob Keiser, Enoch Kent, Adolph Letz, Andrew Metzger, Victor Pinney, Philo B. Scott, William Van Orden, Edward Woodruff and John Yohn. Most of these purchasers were nonresidents, but a few of them settled upon their lands and were the pioneers of the township.

Jerusalem is the only township in the county without a railroad, but two lines of improved highway connect it with the City of Toledo. It has no village of importance and only three small hamlets—Jamestown, in the northwestern part, on the Maumee Bay; Shepardsville (post office name Bono), in the southeastern part; and Yondota, about two miles west of Shepardsville. The township has eight public schools and in 1920 reported a population of 1,297.

MONCLOVA TOWNSHIP

Monclova is situated in the southwestern part of the county. On the north it is bounded by the townships of Spencer and Springfield; on the east by Adams and Waynesfield; on the southeast by the Maumee River, which separates it from Wood County; on the south by the Township of Waterville, and on the west by Waterville and Swanton. On March 7, 1853, a petition signed by a number of citizens living in Springfield, Swanton and Waynesfield townships was presented to the county commissioners asking for the formation of a new township, to be called Monclova. A remonstrance was also filed with the commissioners. Both sides were heard on the 9th and the board took the matter under advisement until the 14th, when the petition was granted and Monclova Township came into existence. The commissioners ordered an election for township officers to be held on the first Monday in April. The records of the township prior to 1878 have been lost, but from other sources it is learned that Warren B. Gunn was the first clerk; Adam Black, the first treasurer; and J. O. Allen the first chairman of the board of education.

Settlement—Among the early settlers of Lucas County were Samuel and William Ewing, who, a few years before the beginning of the War of 1812, built a sawmill on Swan Creek, where the village of Monclova now stands. Anthony Ewing, a son of Samuel, is said to have been the first white child born in the township. He was born in 1808 and was about four years old when Uncle Peter Manor brought the news to the settlement that the United States had declared war against Great Britain. During the war many of the settlers in the lower Maumee Valley left their homes for fear of being massacred by Indians.

In 1815 Ephraim H. and Thomas Leaming, brothers, came from New York and settled in Perrysburg. Two years later, when the United States offered for sale the lands of the military reserve, they bought a tract on Swan Creek, rebuilt the old Ewing mill and made a large part of the lumber used in building the early residences

in Maumee City, the lumber being hauled from the mill by ox teams. When the Leamings came from New York, Ephraim was accompanied by his wife and their three children—Ephraim, Maria and Thomas H. Ephraim was drowned in the Maumee River at Perrysburg, a short time before the family removed to Swan Creek. Maria became the wife of Anson Reed and passed a long and useful life in the township. Thomas H. married Huldah, daughter of Charles Merrill, and their son, W. G. Leaming, was elected clerk of Monclova Township in 1887. Thomas H. Leaming was for several years president of the Maumee Valley Pioneer Association. He died at Monclova on June 21, 1885, and at the time was the oldest male inhabitant of the township.

Another early settler was Daniel Murray, who located on Dry Creek, in the northwestern part of the township, a few months before the coming of the Leamings. He sold out and left Lucas County in 1824 and there were few additions to the population from that time until in the early '30s. In 1831 Hezekiah Hubbell located on the military reserve, where the Village of Monclova is now situated. He and O. H. Beatty laid out this village in May, 1836. Mr. Hubbell married Anna Steel and to this union were born five children. A son, C. L. Hubbell, afterward became prominent in township affairs. He was one of the early merchants of Monclova, served as postmaster there, and in 1883 was elected one of the township trustees.

Other settlers, who located in the township prior to 1840, were: Conrad Coder, George Allen, Adam Black, John Strayer, Henry Heffelbower, Conrad Noble, Peter P. Bateman and William Weible. W. W. Coder, a son of Conrad, held the office of township clerk for several terms and was for more than twenty years a justice of the peace. Another son, Jeremiah, was three times elected township trustee.

Villages—As already stated, the Village of Monclova was platted in 1836. A post office was established there in 1854, with Benjamin F. Barnes as the first postmaster. It is located near the center of the township. C. L. Hubbell built the first store soon after the town was started and was for many years engaged in merchandising. Aaron Trapp was another early merchant. A blacksmith and wagon shop was established there before the township was organized. C. L. Hubbell also built and opened the first hotel. The first schoolhouse in the township was built here in 1838. Two United Brethren congregations were organized in the township by ministers named Bright and Needles. The Methodists and Disciples of Christ held services in the schoolhouse for several years, but never erected houses of worship. When the Wabash Railroad was built through the township it missed the village about a mile and a station called Monclova was established south of the main village. Monclova is a trading center for a large agricultural district.

The only other village in the township is Presque Isle, in the southern part. It grew up after the building of the Toledo, St. Louis & Western Railroad and took its name from the bluff on the Maumee River near by. It is a trading and shipping point for the farmers in that locality.

Monclova Township reported a population of 991 in 1920. It has about twenty-five miles of improved highway; is well drained by Dry and Swan creeks; has a fertile soil and several of the best farms in the county are located in this township. At the time of the Civil war Monclova furnished 111 volunteers to the Union army. Transportation is furnished by the Clover Leaf, Wabash and Ohio Electric railways.

OREGON TOWNSHIP

On June 4, 1837, Isaac Street and others presented a petition to the Commissioners of Lucas County asking for the erection of a new township "to include all the territory on the east and south side of the Maumee River, to be known by the name of Oregon." The territory comprising the township was originally included in the townships of Manhattan and Port Lawrence. At the time the petition was presented the board of county commissioners was composed of Samuel Bartlett, William P. Daniels and Robert Gower. They granted the petition and ordered an election for township officers to be held at the house of Isaac Street on the 4th of July. The township was not fully organized, however, until the 10th of September following its erection. Waggoner's "History of Toledo" says:

"The name Oregon was suggested by Pierre M. Irving, a nephew of Washington Irving, who lived in Toledo from the spring of 1836 to the summer of 1838; and it was probably inspired by his uncle's 'Astoria,' which had then awakened great interest in John Jacob Astor's trading lands, in which is now Oregon Township. Thus the name is associated with a very pleasant romance. Mr. Irving was here to look after his uncle's interest in Toledo. He left with his wife for a temporary visit to New York in the summer of 1838, but never returned, dying in that city in February, 1876."

The early township records have been lost and a complete list of the first officers cannot be given. Leonard Whitmore was elected clerk in 1837 and held the office for four years, when he was succeeded by Gabriel Crane.

Several changes have been made in the original boundaries. On December 2, 1856, that portion within the Toledo city limits was taken from Oregon and annexed to Port Lawrence. By the ordinance of July 2, 1872, a considerable portion of the township was annexed to the city. When Manhattan Township was abolished on November 2, 1874, that part of it "south of the center of the channel of the Maumee River" was annexed to the Township of Oregon. By the act of March 19, 1893, the eastern part was cut off to form Jerusalem Township. At the beginning of the year 1922 the boundaries of Oregon were as follows: On the north by the Maumee Bay; on the east by Jerusalem Township; on the south by Wood County, and on the west by the City of Toledo.

Early Settlers—As early as 1808 the six Navarre brothers—Alexis, Antoine, Francis, Jacques, Peter and Robert—were living with the Ottawa Indians in their village at the mouth of the Maumee River. In the treaty concluded with these Indians at Maumee in February, 1833, the Navarres were given a reservation of 800 acres on account of the long friendship that had existed between them and the Ottawa nation. Prior to the negotiations of that treaty (See Chapter III) much of the land in the township was not open to white settlement, though a few individuals had located there. Joseph Prentice, who was interested in the original Port Lawrence Company and came to that town in 1817, crossed the Maumee in 1825 and selected a tract of land in what is now Oregon Township. His son Frederick, then about three years old, grew up among the Indians, learned their language and later became an interpreter for Indian agents and traders.

Others who came before the treaty of 1833 were: Luther Whitmore, in 1829; Robert Gardner, in 1830; Hiram Brown, Gabriel Crane, Philander Fox and a few others, in 1831. Mr. Whitmore came to Ohio from Massachusetts in the spring of

1825, bringing his wife and six children. He first settled in Wood County, opposite the Turkeyfoot Rock. His son, Leonard, was the first clerk of Oregon Township. A daughter, Mary Ann, became the wife of Gabriel Crane. After 1833 the settlement was more rapid. Among the pioneers who came before 1840 were: John Consaul, Lawson Hicks, Elias Fassett, Charles V. Jennison, Asa W. Maddocks, Hiram Vinal and Elijah J. Woodruff.

In 1836 the first sawmill in the township was built by Charles V. Jennison. It was located on the river bank, on the site of the old Town of Oregon, was operated by steam power, and furnished the flooring for the first bridge across the Maumee at Toledo. The following year he built the schooner "Ottawa," which sailed on the Great Lakes for many years. Mr. Jennison was a son of Victor Jennison, who settled at Perrysburg in 1818.

The second sawmill in the township was built in 1849 by Frederick Prentice, already mentioned. It was a steam mill, located a short distance below the present Cherry Street bridge, and was operated by Mr. Prentice for a number of years. During that time he purchased several large tracts of land and after taking off the timber sold the land to settlers. He finally removed to New York City.

AN INDIAN DEED

Shortly after the treaty of 1833, the Indians who had been granted personal reservations received authority to sell them to the white men. Several of the chiefs took advantage of this permission to dispose of their holdings. As the Indians were the wards of the United States, great care had to be exercised in dealing with them, in the execution of deeds, etc., as will be seen by the following copy of one of these documents:

"State of Ohio, }
Wood County, } ss:

"Know all men by these presents: That I, Au-to-kee, a chief of the Ottawa tribe of Indians, and son of Tush-que-gan, in consideration of the sum of $1,000, to me in hand paid by James W. Knaggs, of the County of Wood and State of Ohio, do hereby give, grant and convey to said James W. Knaggs, and to his heirs and assigns forever, all that certain tract or parcel of land contained in the west half of my tract, lying in said County of Wood at the mouth of the Maumee River (south side) adjoining Presque Isle, which I lately granted to Robert A. Forsyth and George B. Knaggs, and bounded by said Presque Isle on the west; on the north by Lake Erie; on the east by the east half of said tract; and on the south by land granted to Alexis Navarre by the United States at the treaty with said tribe of Indians in February, 1833, at which treaty this said tract was granted to me, the west half of which, containing 125 acres, I hereby grant to James W. Knaggs. And I further covenant and promise with and to the said James W. Knaggs, the above premises to him, his heirs and assigns forever, to warrant and defend.

"In witness whereof, I have hereunto set my hand and seal, this 4th day of August, in the year of our Lord, 1835.

"Au-to-Kee (L. S.)"

This deed was "Signed, sealed and delivered in the presence of H. Conant and Jacques Navarre," the latter acting as interpreter in the transaction, and bore the following acknowledgment:

"State of Ohio, } ss:
Wood County, }

"On the 4th day of August, in the year of our Lord 1835, personally came Au-to-kee, Indian chief of the Ottawa tribes, the maker of the within deed; and the purport and meaning of the within deed being fully explained to him, he acknowledged that he signed and sealed the same and was content and satisfied with the consideration therefor; and that he executed said deed and makes the above acknowledgment without any circumvention or undue influence or persuasion of the grantee, or of any other person whomsoever.

"Before me, Horatio Conant, a Justice of the Peace in and for said county; and I further certify, that I was present at the execution of the within deed, and counted out and delivered to the said Au-to-kee the consideration mentioned in said deed, $1,000. Witness my hand and seal, the day and year above written.

"H. CONANT,
"Justice of the Peace."

On the same day, and by means of a similar deed, Au-to-kee conveyed to Robert A. Forsyth and George B. Knaggs the property known as Presque Isle, at the mouth of the Maumee River, which included the remainder of his reservation. The consideration in this case was also $1,000.

The first school in Oregon Township was taught by Elizur Stevens in 1834 (See chapter on Educational Development). The first church congregation was organized by the Baptists in 1863. It is now the Memorial Baptist Church in East Toledo. Booth, a small station on the Wheeling & Lake Erie Railroad, and Momeneetown, a small hamlet in the east central part, are the only villages. The Northwestern Ohio Electric Railway runs through the southern part of the township, connecting it with the City of Toledo. Oregon has seven public schools, nearly forty miles of improved highway, and reported a population of 3,500 in 1920, an increase of 932 over the census of 1910.

PROVIDENCE TOWNSHIP

Situated at the southwest corner of Lucas County is the Township of Providence. It is bounded on the north by Swanton and Waterville townships; on the east by Waterville; on the south by the Maumee River, which separates it from Wood County, and on the west by Fulton and Henry counties. The south fork of Swan Creek flows in a northeasterly direction through the central part of the township and there are a few smaller streams. It was established by order of the county commissioners on June 6, 1836, and an election was ordered to be held at the house of Peter Manor on the last Saturday in July. At that election the following township officers were chosen: Benjamin Atkinson, Xenophon Mead and Drake Taylor, trustees; William Ewing, clerk; Norman Mead, treasurer; Hiram Tuboo and John Feagles, poormasters; John Diefendeiffer and George Hale, fence viewers; Joseph Hartwell and Peter Manor, constables. The clerk and treasurer failed to qualify and the trustees appointed Xenophon Mead and Drake Taylor to act as clerk and treasurer, respectively, until the next election. The highest number of votes cast for any candidate at this first township election was fifteen, but at the presidential election the following November just twice that number were cast. The names of these voters were: Hugh Arbuckle, Benjamin Atkinson, William L. Bellinger, John

Berlin, David Blanchard, Samuel Cable, Oral Colyer, Andrew Elsey, William Ewing, John Feagles, Henry Galloway, John Galloway, Lovett Gibson, John Goss, George Hale, John Hartwell, Elam Locke, Charles McKarns, Francis Manor, Peter Manor, Peter Manor, Jr., Aaron B. Mead, Xenophon Mead, Samuel Miner, Philip C. Mosher, William Pettinger, John Stout, Francis Yager, John J. Yager and Peter Yager.

The first actual settler within the limits of Providence Township was Peter Manor, a sketch of whom has been given in the preceding chapter. In 1816 he settled upon the land given him by his Indian father, Tondagamie (the Dog), which land was confirmed to him by the United States in a deed dated November 27, 1827, signed by John Quincy Adams, then President, and Henry Clay, Secretary of State. This deed remained in the possession of his descendants for many years. His son, Francis Manor, was elected clerk of the township in 1845, and another son, John J. Manor, was prosecuting attorney of Lucas County from 1851 to 1857.

Most of the voters named in the above list came to the township prior to the year 1830 and were the pioneers. William Ewing was elected the first justice of the peace in December, 1836. In 1828 these settlers built a log schoolhouse on the Peter Manor reserve and Martha McKarns was the first teacher. Until 1835 the nearest post office was at Maumee. The postmaster there appointed carriers to take the mail to the Peter Manor settlement. This was probably the first rural mail delivery in the United States. One of these carriers, John Omen, made his weekly trips for several years through a district inhabited almost exclusively by Indians, but was never molested.

Providence Village—In 1835 Peter Manor laid out the village, the plat showing eighty lots and five streets—Main, Center, Ford, Spring and West. A post office was soon afterward established, with John Berlin as the first postmaster. Aaron B. Mead erected a store building and brought the first stock of goods into the township. He was active in township affairs, though the only office he ever held was that of trustee, to which he was elected in 1841. Other early merchants were J. B. Abele and Neptune Nearing, both of whom were in business before the close of the year 1835. A man named Phillips built a hotel, which was opened either late in 1835 or early in 1836. As Providence lay directly in the path of western emigration, it became a stopping place for many travelers. By 1840 there were five hotels in operation and warehouses had been built to accommodate the traffic on the Maumee River.

When the village was about two years old, work was commenced on the Wabash & Erie Canal and Providence experienced its first real boom. Incidentally it acquired a rather bad reputation. Liquor was sold there and the laborers on the canal, as well as some of the permanent inhabitants, would engage in drunken carousals, which frequently would wind up with a free-for-all fight. In 1846 a large part of the village was destroyed by fire and much of the principal business portion was never rebuilt. After the cholera epidemic of 1852, Providence practically disappeared from the map. Francis Manor and Elias Oberly were for a number of years the only residents.

Neapolis—The Village of Neapolis, in the northwestern part of the township, on the Wabash Railroad, was laid out in 1872 by J. O. Arnold, William A. Barnett and Jackson Jordan, all of Dayton, Ohio, who owned the land. The railroad company recognized it as a regular station and a post office was established soon after

the village was platted. As the post office at Providence had been discontinued, the Neapolis post office was the only one in the township. T. B. Meredith was the first postmaster. Neapolis is a trading center and shipping point for a large district in the western part of the county.

The only other village in Providence Township is Bailey, a station on the Toledo, St. Louis & Western Railroad, near the southeast corner. No regular plat of the village was ever filed, though it is a business and rallying point for the people in that part of the township.

Churches—The first church in the township was St. Patrick's Catholic Church. In January, 1845, Peter Manor deeded to Bishop Purcell the site and the same year a house of worship was erected. Rev. John Maloney was the first priest, and remained in charge of the parish until 1863. Forty-five years after that church building was erected it was said to be the third oldest Catholic Church in the Cleveland Diocese. It does not appear in the "Year Book" of the Toledo Diocese for 1921.

Prior to the establishment of St. Patrick's Church, services had been held by ministers of various denominations in the schoolhouses or private residences. In 1866 the first Protestant Church was organized as a Union Church and a building was erected near the schoolhouse in District No. 4. It was burned about ten years later. Salem Church, near the Waterville Township line, was erected in 1868, and in 1874 Rev. O. J. Britton organized the Christian Church at Neapolis. In 1882 the Mount Pleasant Church was erected by the Protestant Methodists in the northern part of the township. St. Malachi's German Reformed Church was built in 1877, but for ten years had no regular pastor.

According to the census for 1920, Providence Township then had a population of 1,147, a decrease of 70 during the preceding ten years. The Wabash Railroad crosses the northern part and the Toledo, St. Louis & Western runs along the southern border, crossing the Maumee River about half a mile below the old Village of Providence.

RICHFIELD TOWNSHIP

On December 2, 1839, the county commissioners ordered certain territory in the northwest corner of Lucas County to be erected into a township to be called Richfield. The name was adopted on account of the nature of the soil. As originally created Richfield included part of the present Township of Spencer. After the latter was created the boundaries of Richfield were left as follows: On the north by Lenawee County, Michigan; on the east by Sylvania Township; on the south by Spencer Township, and on the west by Fulton County. Its area is about twenty-two square miles. The surface is gently rolling and drained by two branches of the Ten-mile Creek.

At the time the township was erected, the county commissioners ordered an election to be held at the house of Willard S. Fuller on the first Monday in April, 1840. At that time Benjamin Fairchild, Oliver Root and Jacob Wolfinger were elected trustees; Willard S. Fuller, clerk; Aaron H. Cole, treasurer; Eli Munson and Pliny Sanderson, overseers of the poor; John All, David Hendrickson and William Taylor, fence viewers; Charles Courson, Araunah B. Lathrop and William Tunison, supervisors of highways; Jacob All, David Hendrickson and Araunah B. Lathrop, constables.

Early Settlement—In May, 1834, Jacob Wolfinger came from Bucks County, Pennsylvania, and built a log cabin near the southeast corner of the present township. His son, Jacob M., was born on November 6, 1834, and was the first white child born in the township. About the time Mr. Wolfinger built his cabin, Lucian B. Lathrop settled on the north fork of Ten-mile Creek, about a mile east of the present village of Berkey. Some time that summer David Hendrickson came from New York and settled near the center of the township, where he lived for more than fifty years. Araunah B. and Pliny Lathrop also came in 1834 and these men are credited with being the first settlers in the township. Later in the year they were joined by Isaac Washburn, from Vermont.

In 1837 Jacob Wolfinger planted the first orchard, setting out a number of apple and peach trees. He lived to enjoy the fruits of this orchard for twenty years, his death occurring on December 13, 1857. Lucian B. Lathrop built the first frame house in 1837. By this time several families had settled in the northern part of the township and a schoolhouse was built near the present village of Berkey. That winter Francis Smith taught the first school, receiving twenty dollars a month, out of which he paid his board. The term lasted only two months. In 1838 the first frame house in the township was built by Pliny Lathrop.

Villages—In 1835 a post office called Riga was established and Lucian B. Lathrop was appointed postmaster. About the beginning of the Civil war R. K. Berkeybile was appointed postmaster. He was commonly known as "Berkey," the post office became known as "Berkey's Corners," and in 1865 the name of the post office was changed to Berkey. A. D. Sanderson was the first merchant, Dr. M. M. Mason the first physician, locating there in 1840, and was the first resident physician in the township. Jacob B. Gillan established the first blacksmith shop. Berkey is on the line of the Toledo & Western Electric Railway and in 1920 reported a population of 201. The first religious organization was known as "Farley's Class," located at Berkey. James Farley, the leader, was a native of County Tyrone, Ireland, who settled in the township in 1837. After a few years the class was organized into what is now the Berkey Methodist Episcopal Church, with Rev. James Evans as pastor.

Richfield Center dates its beginning from 1870, when Henry King opened the first store in the township there. The post office was established in July, 1873, with William H. Williams as postmaster. George Darton and a man named Hoover started blacksmith and wagon repair shops, but the latter soon afterward engaged in the grocery business. John Haas opened the first harness and shoe shop. Dr. E. Tompkins located there in 1877. Rev. A. H. Cole, a Baptist minister, held the first religious services and the Richfield Baptist Church was organized in 1861, nine years before Mr. King opened his store. A church edifice was erected in 1868 at a cost of $3,000.

A Christian Church was organized in the township in 1855 by Rev. Stillman Post. A frame house of worship was erected and used until 1870, when a larger one was built in the Lathrop neighborhood, near the northwest corner of the township, at a cost of $2,500.

Richfield is an agricultural township. The only railroad is the Toledo & Western Electric line, which runs through the northern portion. In 1920 the population was 1,036.

SPENCER TOWNSHIP

Spencer is one of the western tier of townships. It is bounded on the north by Richfield and Sylvania townships; on the east by Springfield township; on the south by the townships of Springfield, Monclova and Swanton, and on the west by Fulton County. Its area is twenty-three square miles, nearly all of which is fertile and capable of cultivation. The township was set off from Richfield and Swanton in March, 1845, by the county commissioners, who ordered an election to be held at the house of Abraham Johnson on the first Monday in April. The officers elected at that time were as follows: William Brown, Samuel Coleman and Eli Munson, trustees; Aaron H. Cole, clerk; Theron Hamilton, treasurer; Darius Wyatt, assessor; John All and Aaron Whitacre, overseers of the poor; Benjamin Fairchild and William Norris, supervisors of highways; Charles Courson and William Taylor, constables. No justices of the peace were chosen at the first township election, but on April 6, 1846, Benjamin Fairchild and William Brown were elected, the former to hold office until 1848 and the latter until 1855. Mr. Fairchild had previously served as justice of the peace in Swanton Township.

Pioneers—The greater part of the township lies between the Fulton and Harris lines, and was therefore in the strip claimed by both Ohio and Michigan. The early land entries were made at the Monroe land office. Among those who came into the township between the years 1832 and 1835 were: John All, William Brown, Aaron H. Cole, Samuel Coleman, Charles Courson, Benjamin Fairchild, Abraham Johnson, Eli Munson, Patrick Parks, Gideon Rice and William Taylor, all of whom were living within the limits of the present township when the boundary dispute was settled in 1836. The names of several of these early settlers appear in the list of the first township officers.

Some idea of pioneer life may be gained from the following statement, made by one of the early settlers of Spencer Township several years after it was formed:

"When we came here it was all woods. There were more Indians than white people. We could see an Indian every day, or a squad of them with their squaws and papooses, but a white man or a white woman was a rare sight. Our nearest neighbors lived from three to four miles off, and there were no roads, only trails through the woods. Maumee was the nearest point where we could get the needed supplies, and as there were no roads even 'chopped out,' we had to 'pack' supplies to our cabins. . . . . The first mill I remember of going to to get corn ground was a concern run by oxen. They walked 'round hitched to a pole or shaft. It was gotten up by a man named Berry, near what is now Ai, in Fulton County. It was not much of a mill—a sort of coarse corn cracker. Sometimes we went to Blissfield, Michigan, to mill and afterwards to Waterville. After the mill at the latter place was built, it was the best and the nearest, but it often took from one to three days to get a grist, the settlers coming from all around and waiting their turn. I have slept there all night on the bags, and at one time two nights, waiting for my grist. The usual mode of going to mill was with oxen, when one was well enough off to have such; but most of the settlers were poor and had to put up with great hardships. Sometimes men would go out and work at some odd job for a bushel or two or corn, take it on their backs to mill, wait for it to be ground, and return with the proceeds to their lonely cabins and anxiously

waiting families, often at night through the dark forests. Money was very scarce and prices high. The land was wet and chills and fever prevailed. The country is now ditched and made healthy compared with what it was. Most of the pioneers were hardy and strong men and could stand most anything."

Late in the year 1836 the settlers in the northwestern part of the township got together and built a log schoolhouse on the farm of Eli Munson. It had a puncheon floor, the clapboards of the roof were held in place by poles, and the puncheon door was hung on wooden hinges. Chester Holloway was the first teacher.

The first church was that of the Immaculate Conception, which was the result of services conducted by Father Armedeus Rappe, beginning in 1838 and continuing for several years. A log church was built in 1851 and was replaced by a frame structure in 1864. This building was burned in June, 1875, and a brick edifice was erected at a cost of $12,000. It was seriously damaged by a tornado in March, 1880, but was rebuilt and when completed was considered the finest country church in the county.

Rev. Aaron H. Cole, a Baptist minister, began holding services at an early date in the schoolhouse and in private residences. The result of his labors was the organization of a Baptist Church, though no house of worship was erected until 1873. Mr. Cole also organized the Baptist Church at Richfield Center. He was the first clerk of Spencer Township, married Lydia Rappleyee in March, 1835, in Seneca County, New York, and soon afterward came to Lucas County. In 1866 he removed to Adrian, Michigan, and died there in October of the following year.

A German Reformed Church was organized in 1852 and a church building was erected in 1864. The German Baptist Church, organized by Rev. Sabastian Site (or Seitz), built a neat frame church in 1878.

There are no important villages in the township. Barnes' Corners, a little west of the center, is a trading point for the neighboring farmers, and the same may be said of Frankfort, in the northwestern part. Garden is a small station on the New York Central Railroad and the Toledo & Indiana Electric Railway, and Raab Corners, on the line between Spencer and Richfield townships, is another neighborhood center.

The population of Spencer in 1920 was 817, being the smallest of any township in the county.

SPRINGFIELD TOWNSHIP

The following resolution, adopted by the county commissioners on June 20, 1836, tells the story of Springfield Township's beginning: "Resolved, by the board, that a new civil township be erected, to be comprehended within the following boundaries, to wit: Commencing on the south line of Township No. 2, in the Twelve Mile Square Reserve, between Sections 32 and 33; thence north, on the section line, to the north line of said sections; thence east, on said section line, to the west line of Section 27; thence north, on said west line, to the north line of said Section 27; thence east, on said north line, to the west line of Section 23; thence north to the north line of said Section 23; thence east on the said north line to the west line of Section 13; thence north to the Fulton line; thence east

on said Fulton line to Port Lawrence Township; thence bounded on the east by Port Lawrence Township, on the north by the north line of said Township No. 2, and west by the west line of said Township No. 2, until it strikes the Fulton line from the north; thence by the east line of Townships Nos. 7 and 8, in Range 9, until it strikes the south line of Township No. 2; thence on the south by the south line of Township No. 2, to the place of beginning; and the said township shall be known under and by the name of Springfield."

Several changes have been made in the original boundaries as thus described. On June 5, 1839, five sections were taken from Waynesfield Township and added to Springfield. On March 14, 1853, that portion of Waynesfield included in the north half of river tracts Nos. 575, 578, 579, 580 and 581 was added to Springfield, and at the same time the southern part of Springfield was cut off to aid in forming the Township of Monclova. When Adams Township was erected on December 3, 1856, the north half of the river tracts above mentioned, with some other territory, was taken from Springfield and added to the new township. This reduced Springfield to its present dimensions. It is bounded on the north by Spencer, Sylvania and Adams townships; on the east by Adams; on the south by Monclova, and on the west by Monclova and Spencer.

At the time the resolution erecting the township was adopted, the commissioners issued an order for an election to be held at the house of William Ford on the second Tuesday in October following. Accordingly, the election was held on October 8, 1836, and resulted as follows: John Birchfield, James Egnew and Thomas Wood, trustees; Peter Holloway, clerk; John Wiltse, treasurer; John Birchfield and John Spencer, justices of the peace; William Ford, constable.

Early Settlers—Dennis Sage, who located in the township in 1829, is credited with being the first settler. He afterward served five terms as township treasurer. He married Mrs. Sarah Holloway, widow of Herbert Holloway, by whom he had four children. One of the sons, Thomas W. Sage, was afterward in the agricultural implement business at Holland. Dennis Sage died in 1887, aged ninety-three years.

Chloe Lees and her two sons—Edmund and Simeon P.—settled in the township in 1830. Between that time and 1834 a number of families settled in the township. Among them were Bingham D. and Lorenzo Abbott, Jonathan Barlow, Willard Barnes, William Beals, William Berry, John Birchfield, John Cummings, James Dean, Ellison DeMott, John, Joseph, Samuel and Selah Divine, Jacob Falk, Patrick Flynn, James R. and William Ford, Linas Frost, Jacob and John Gnagy, Peter Holloway, Jeremiah Kimball, James S. Kitchell, Philander Noble, David Purdon, Herrick A. Rew, Isaac Silvers, John Strayer, David Trumbull, Abraham and John Walter.

In 1834 John Gnagy built a sawmill on Wolf Creek—the first in the township—and about two years later John Walter built one on Swan Creek, near the southeast corner. The Gnagy mill also had a small set of buhrs for grinding corn.

Thomas Wood came with his family from New York in 1835 and entered land in the township. His son, Harrison Wood, served in Company A, Fourteenth Ohio Infantry, until wounded at Tullahoma, Tennessee. After the war he engaged in business as a merchant at Holland. In 1872 he was elected township clerk. A brother, Perry Wood, served two terms as justice of the peace.

Villages—Holland, near the center of the township, is the only village of

importance. It is a station on the New York Central Railroad and the Toledo & Indiana Electric Railway. That part of the village north of the railroad was laid out by Robert Clark and the plat was filed on March 14, 1863. South of the railroad the village includes what are known as "Hall's first and second subdivisions." The first mails were carried by stage and there was a post office about three miles west of the present Village of Holland, at the tavern of James Dean, on the old Toledo Plank Road. After Holland was laid out the post office was removed to that place and Thomas Dunn was appointed postmaster. Holland has several general stores, a post office, etc., and is connected with Toledo and the surrounding country by telephone. Crissy is a small station on the two railroads, about three miles west of Holland. It has a general store, a public school and a Methodist Episcopal Church.

Soon after the township was settled a Methodist class was organized at Thomas Wood's tavern. Lewis Rumsey was one of the early class leaders. Later meetings were held in the "Red School House" and a church was organized. Thomas Wood raised money by subscription and erected the first church building, which was dedicated in 1859. The Free Methodist Church, at Holland, was built in 1870. Rev. L. T. Fink was the first pastor.

Springfield has three public school buildings valued at $85,000, about twenty miles of improved highway, and in 1920 reported a population of 1,415, a gain of 239 in ten years.

SWANTON TOWNSHIP

This is one of the western tier of townships. It is bounded on the north by Spencer Township; on the east by Monclova and Waterville townships; on the south by Waterville and Providence townships, and on the west by Henry County. The township was erected in 1835 by order of the county commissioners and was then named Wing Township. As originally created its eastern boundary was the west line of the Twelve Mile Square Reserve and the northern boundary was the Harris line, now the northern boundary of the state. It extended west into what is now Fulton County. When that county was created in February, 1850, the name of that part of Wing Township remaining in Lucas County was changed to Swanton. Prior to that time the township had been reduced to its present area of twenty-two square miles by the erection of the surrounding townships.

The first election was held on April 4, 1836, when the following officers were elected: Willard Barnes, Huntington Larabee and James Lindsley, trustees; Thomas S. Sabin, clerk; David Mills, treasurer; William Houser and William J. Ketcham, supervisors of highways; Edward Flint, William Houser and David S. Harriott, fence viewers; Philo B. Scott and Chandler L. Wing, justices of the peace; David Mills and Russell Tavernor, constables; Edward Flint and William Houser, overseers of the poor.

Early Settlement—Chandler L. Wing, for whom the original township was named, was the first settler. In the spring of 1834 he built a log house on the west bank of Swan Creek, near the present hamlet of South Swanton, and brought his family into the wilderness to make a home. He was accompanied (or joined soon afterward) by his brother-in-law, William Barnes. The latter removed to Illinois in the year 1838, but returned to Lucas County in 1853 and died in Spencer Township in January, 1879, aged seventy-one years.

William D. Herrick came soon after Wing and Barnes and settled a short distance northwest of them. For a few years he worked at the trade of blacksmith, then engaged in making barrels, and about 1860 purchased a stock of goods and opened a country store. He was also engaged in keeping a tavern most of the time until his death in February, 1869.

Some time in the summer of 1834 Huntington Larabee came into the township and opened the first public house, or tavern. He was elected one of the first trustees in April, 1836, but soon afterward sold out and left the county. The second tavern was opened by William Houser about the time of Mr. Larabee's departure.

In October, 1834, William Allman came from Pennsylvania and settled on Swan Creek, about a mile north of the boundary line of the Ottawa Reserve. He sold out in 1860 and went to Centerville, Fulton County, where he died in 1873. One of his daughters married John Burts and lived at Whitehouse for several years, then moving to Missouri.

Philo B. Scott came into the township in April, 1835. He was born in the State of New York and came with his father, Joel Scott, to Painesville, Ohio, in 1807. There his father built the first flour and sawmill in Northern Ohio. Philo B. married Emelia Brown, a stepdaughter of Gen. Edward Paine, for whom Painesville was named, and for a time lived at Fairfield, Huron County. From 1845 to 1848 he was superintendent of the Lucas County Infirmary. In partnership with Jeremiah Stutts, he built ten miles of the Toledo & Angola Plank Road—from Swanton to a point near Holland. He was somewhat active in political affairs, first as a Whig and later as a Republican. He was one of the first justices of the peace and afterward served three times as trustee. He died in April, 1874, aged seventy-three years. One son, W. A. Scott, became a practicing physician and was at one time physician for the Lucas County Infirmary.

Among the settlers who came into the township prior to 1840 the most prominent were: Hiram P. Barlow, Asa Beal, Peter Broadsword, Luther Dodge, Edward and Harvey Flint, James Lindsley, Thomas S. Sabin, Daniel S. Westcott, Ezra and Ira Wilcox, James Williams and Jonathan Wing—a brother of Chandler Wing. The first frame house was built by Luther Dodge in 1837, in one room of which he opened a store. James Williams was the first blacksmith. Ezra and Ira Wilcox followed the business of clock peddlers for several years. The latter married a daughter of David Mills. Daniel S. Westcott was the first school teacher and in 1846 was elected surveyor of Lucas County.

The only village ever platted in the township was laid out in the spring of 1836 by James H. Forsyth and James Jackson, of Maumee. It was located on the line between sections 7 and 8 and appears on the maps of the present day as "South Swanton." Midway, near the northwest corner, is a station on the New York Central Railroad and the Toledo & Indiana Electric Line. It grew up after the railroad was built and forms a trading and shipping point for the farmers in that vicinity.

Scott's Corners, a little north of South Swanton, was a busy place in the early days. Here James Williams established his blacksmith shop and Chester Scott started a wagon shop. Reuben Hastings opened a store there at an early date and the first bridge across Swan Creek on the state road was built there in 1836. Reuben Hastings also kept a hotel or tavern at the Corners in 1844-46.

Miscellaneous—When the first settlers came into the township they found an

interesting relic in the form of an old circular stockade on the west bank of Swan Creek near Scott's Corners. It was over one hundred feet in diameter and was constructed in the usual manner of setting logs or pickets upright in a trench and then filling in earth around the foot. It is not known when, by whom, or for what purpose it was built, but some think it was erected by a detachment of General Wayne's army in 1794. Others believe it was built during the War of 1812.

One of the duties of the overseers of the poor, or "poormasters," as they were usually called, was to "warn out town" persons "without visible means of support," so that they would not become public charges. An interesting example of this custom is found in the records of Swanton (then Wing) Township in March, 1842. It seems that a colored girl came into the township and the overseers issued their warrant, directing the constable "to warn the Niger Gurl Merfey (probably Murphy) to depart the township forthwith." The record shows that the constable performed his duty "by reading service," for which he was allowed a fee of 25 cents, with 10 cents for traveling expenses.

Early in 1837 the Ottawa Chief, Au-to-kee, settled in the northern part of the township, near Swan Creek, with his band of followers. It was probably this fact that influenced Luther Dodge to open his store in that locality. Au-to-kee lived in a house like a white man and his people were generally honest, which made their trade something to be desired. It is not known that Dodge sold whisky to the Indians, but Au-to-kee was fond of "fire-water." One cold day he allowed his appetite to get the better of his judgment and while drunk was frozen to death.

The people of Swanton are about as progressive as their neighbors. There are over twenty miles of improved highway and five public school buildings in the township. In 1920 the population was 875.

SYLVANIA TOWNSHIP

Sylvania Township, one of the largest and most populous in the county, is situated in the northern tier and has an area of over thirty square miles. The territory of which it is comprised was formerly included in the townships of Blissfield and Whiteford, which were organized by the territorial authorities of Michigan and embraced all the present townships of Sylvania and Richfield, and parts of Adams, Spencer and Springfield—all within the belt involved in the boundary dispute between Michigan and Ohio. As originally erected in 1837, the southern boundary was the north line of the Twelve Mile Square Reserve; the east line was that dividing ranges 6 and 7 east; the north line was the Harris line, which now divides Ohio and Michigan, and the west line was that dividing ranges 5 and 6 east.

The first town meeting of which any record can be found was held on Monday, April 2, 1838. Ninety-one votes were cast at that time and the following officers were elected: Pliny Lathrop, Elijah Rice and Andrew Printup, trustees; William M. White, clerk; Daniel L. Westcott, treasurer; David White and Joel Green, overseers of the poor; Elkanah Briggs, Benjamin Joy and John Harroun, fence viewers; Pliny Lathrop and John U. Pease, justices of the peace; Porter Kelsey, Oliver Root and Adolphus Majors, constables.

The township was divided into eight road districts and a supervisor of highways was elected for each district, to wit: No. 1, Samuel D. Wiggins; No. 2, William M.

Nelson; No. 3, William M. Leonardson; No. 4, John Harroun; No. 5, Benjamin Joy; No. 6, George Gaby; No. 7, David Hendrickson; No. 8, Marcus Bennett.

Settlement—In the spring of 1832 David White and William Wilson entered land where the village of Sylvania now stands and are credited with being the first settlers. General White built his log cabin on the north bank of the Ottawa River and became one of the most active and influential citizens in that part of the county. He planted the first orchard in Sylvania Township; built the first mill on the Ottawa River in that part of the county; was a member of the first board of directors of the Erie & Kalamazoo Railroad Company. His neighbor, William Wilson, was one of the associate judges of the Court of Common Pleas which held the midnight session in Toledo on September 7, 1835, at the time of the "Boundary War." During that disturbance most of the citizens of Sylvania went on record as "good and loyal subjects of the Sovereign Territory of Michigan," but Judge Wilson saw fit to cast his lot with the State of Ohio. He died in 1836.

As the surface of the township is rolling, drained by the Ottawa River and its tributaries, the country was of such a character as to attract settlers. Much of the surface was originally covered with fine timber, hence the name "Sylvania." Soon after General White and Judge Wilson, immigrants began to come into the township. Before the close of 1832 Erastus Cone, James Dean, Adam Gordinier, Frederick, John and William M. Leonardson, Peter Lewis, August Prentice and Silas Smith all entered land in the township. August Prentice was a son of Joseph Prentice, one of the founders of the Town of Port Lawrence. Adam Gordinier came from New York and entered a tract of land about two miles northwest of Sylvania, where he died in 1881, aged nearly one hundred years. His son, Edward, was one of the commissioners appointed to supervise the erection of the Northwestern Ohio Insane Asylum, of which he afterward became an inmate.

The fact that ninety-one votes were cast at the first election in April, 1838, shows that the settlement of Sylvania was more rapid than that of some of the other townships of the county. William Bancroft was one of the pioneer merchants of Sylvania. His daughter, Libbie Bancroft, was the first white child born in the township, and it is said his wife cooked the first meal's victuals ever prepared in the village.

Other early settlers, who came before the organization of the township, were: In 1833—William Brock, Jacob Harwood, John Lambert, Adolphus J. Majors, Lyman Smith, Philo Stevens, Aaron and Stephen Watkins. In 1834—Enos Beall, William F. Dewey, Isaac Doty, Abner and Russell Rowe and James P. Worden. In 1835—Eli Hubbard, Benjamin Joy, Erastus Morse, John U. Pease, Andrew Printup and Haskell D. Warren. Of these pioneers, Adolphus J. Majors was one of the first constables elected in the township; Andrew Printup was one of the first trustees; John U. Pease and William F. Dewey afterward held the office of county treasurer.

Villages—The first village projected was that of Whiteford, which was platted by Gen. David White. The plat was filed on July 11, 1835. It showed three streets —Erie, Main and South—running east and west, and six streets—Church, Clinton, Division, Eagle, Saline and Summit—running north and south. Division Street was on the line that divided General White's land from that of Judge Wilson. There were 138 lots in the plat.

On June 13, 1836, the plat of the Village of Sylvania was acknowledged before

C. D. Wing, a justice of the peace. The village was surveyed and laid out by Samuel Divine, county surveyor, for William Wilson, William F. Dewey, L. W. Allen and D. D. Harris. The streets running north and south were: Elm, Michigan, Ohio Avenue, Poplar and Railroad, and those running east and west were: High, Indiana, Market, Mill, North, South and Spring. In 1866 the two villages were consolidated and on December 5, 1866, the Village of Sylvania was incorporated. The first election for municipal officers was held on April 17, 1867. James W. Clark was chosen mayor; William Bryan, clerk; Jason McGlenn, Foster R. Warren, J. J. Ritchie and George W. Crandall, councilmen.

The first schoolhouse in the village was built by General White at his own expense. It was also used for religious services, but after the Erie & Kalamazoo Railroad was completed in 1836, the train schedule was such that a train passed just about the time Sunday morning services were being held. This so annoyed General White that he had the building removed to the opposite side of the village, where it continued to be used for church and school purposes for several years. A history of the Sylvania High School, established in 1844, is given in the chapter on Educational Development.

Sylvania in 1920 reported a population of 1,222, an increase of 220 in ten years. It has two banks, a number of mercantile houses, handling practically all lines of goods, a high school building, well paved streets, a brick council building, with quarters for the fire company, lodges of different secret orders, Congregational and Methodist Episcopal churches, and a number of comfortable residences. Transportation is furnished by the New York Central Railway (formerly the Erie & Kalamazoo) and the Toledo & Western Electric Railway.

On the Toledo & Western electric line west of Sylvania are two stations called Allen Junction and Smith Siding, but they can hardly be called villages. One mile south of Allen Junction is the little hamlet of Mitchaw, which is a trading point for the farmers in the northwestern part of the township. On the west side of Tenmile Creek, about three miles southwest of Sylvania, is the little village of Glantown, or Silica. It is on a short line of railroad called the Toledo, Angola & Western, which connects with the New York Central at Vulcan. A large cement mill was built at Silica in 1922. (See chapter on Manufacturing.)

Churches—It is claimed that Rev. Elnathan C. Gavitt preached the first sermon in Sylvania, in David White's mill. A class was formed in 1834 and a little later a Methodist church society was organized. The first house of worship was built "in the woods" and used until 1863, when a larger building was erected. The old church was then sold to N. B. Heath, who converted it into a residence. In 1836 this church was a part of the Toledo Circuit, which embraced Toledo, Tremainesville, Norton, Bedford, Stony Ridge, Tillotson, Hopewell, Big Woods, Vienna and Sylvania. Several of these churches are in Michigan. Sylvania Circuit was formed in 1842 and included the churches at Sylvania, West Sylvania and Richfield Center. Rev. E. R. Hill was the first preacher on this circuit.

On November 8, 1834, the First Presbyterian Church was organized, with about twenty members. Gen. David White was instrumental in founding this church, giving a lot in the Village of Whiteford "for a meeting-house and parsonage, forever." In 1844, owing to certain rules of the Monroe Presbytery, which were unsatisfactory to the Sylvanians, the form of worship was changed to Congregational. Since that time the church has been known as the First Congregational

Church of Sylvania. Services were held in the high school hall until 1851, when a house of worship was dedicated.

Sylvania Township is the fourth in the county in population, being exceeded in that respect only by Oregon, Adams and Washington, in the order named. According to the census for 1920, the population was then 3,141, a gain of 921 since 1910. The township has over twenty miles of improved highway, eight school buildings valued at $90,000, and a large number of fine farms.

WASHINGTON TOWNSHIP

The territory comprising the Township of Washington was originally included in Port Lawrence Township. On June 1, 1840, the county commissioners issued an order for the erection of a new township, to be called Washington, with the following boundaries: "On the north by the Harris line; on the east by the line between ranges 7 and 8 east; on the south by the city limits of Toledo; thence by the city line to the southwest corner of said limits; thence along the Fulton line to Springfield Township, and on the west by the townships of Springfield and Sylvania."

These boundaries were subsequently modified so that a portion of Range 8 east was added to the township, while portions have been taken to form Adams Township and enlarge the corporate limits of the City of Toledo. It is now bounded on the north by the State of Michigan; on the east by the Maumee Bay and the City of Toledo; on the south by the City of Toledo and Adams Township, and on the west by the townships of Adams and Sylvania. Its area is about twenty-eight square miles, most of which has a fertile soil and is capable of cultivation. The Ottawa River, Shanty Creek and a few smaller streams afford fairly good drainage, which has been supplemented in places by artificial ditches.

Pursuant to an order of the board of county commissioners, the first township election was held on June 27, 1840, at the house of Benjamin Mallett, at which time and place the following officers were chosen: Alvin Evans, Lyman Haughton and John Lambert, trustees; Sanford L. Collins, clerk; John Knaggs, treasurer; James Brown and Henry Mersereau, overseers of the poor; Charles Evans, William Wilkinson and Erastus Williams, fence viewers; Thomas Wilkinson, constable. The justices of the peace in Port Lawrence Township continued to serve until 1845, when Lyman Haughton and Horace Thacher were elected.

The township trustees held their first meeting on July 1, 1840, when the township was divided into eleven road districts, for which the following supervisors were appointed: No. 1, Adolphus J. Majors, who had previously served as constable in Sylvania Township; No. 2, George Dixon; No. 3, William Tavernor; No. 4, John W. Collins; No. 5, Erastus Williams; No. 6, Lyman Haughton; No. 7, Daniel Brown; No. 8, Alvin Evans; No. 9, Noah A. Whitney; No. 10, Eli Charter; No. 11, Jasper Goodrich.

Early Settlement—When the United States advertised for sale the Twelve Mile Square Reserve at the foot of the Maumee Rapids, attention was directed to the lower Maumee Valley as a place where fortunes might be made. Persons dissatisfied with their conditions in the older states, and anxious to better those conditions, were studying the maps of the region northwest of the Ohio River and several came to what is now Lucas County. One of the first settlers within the present

limits of Washington Township was Coleman I. Keeler, who came from New York in 1817. Sketches of Mr. Keeler and Sanford L. Collins, the first clerk of the township, have already been given in Chapter XVII. Others who came about the same time as Mr. Keeler were Eli Hubbard and William Sibley.

Eli Hubbard was from Berkshire County, Massachusetts. He settled upon a tract of land that subsequently formed the east half of the Woodlawn Cemetery, just west of Ten-mile Creek and north of Central Avenue, in the City of Toledo. The land had not then been surveyed. His cabin was built on the old military road. After the land was surveyed he entered the northeast quarter of Section 23, Township 9, Range 7, (now on Lagrange Street). In 1836 he sold his farm to John Knaggs and removed to Sylvania Township, where he died in 1856, aged sixty-seven years. Mr. Hubbard was a man who took a commendable interest in public affairs. In 1837 he was elected county commissioner and served two terms.

William Sibley came from Monroe County, New York, and settled on Half-way Creek, in the northern part of what is now Washington Township. As soon as the land office was opened at Monroe, Michigan, he entered land in Sections 14 and 15, Township 9, Range 7, now in West Toledo. In 1830 he sold his land to Peter Lewis and entered the northeast quarter of Section 21, same township and range. While living on the Half-way Creek he got into trouble with the Indians and received wounds from which he never completely recovered. He died in 1836, aged about sixty years.

In April, 1820, Congress passed an act authorizing the sale of public lands at the uniform price of $1.25 per acre, cash, instead of $4.00 per acre, on credit, as had been the former custom. This had a tendency to stimulate immigration and settlement. Between the years 1820 and 1830 a number of families located in Washington Township. Among these were: Hiram Bartlett, Benjamin Mallett, John Phillips, Dexter Fisher and Noah A. Whitney. Much of the land was entered by speculators, who had no intention of becoming residents, and many of them never even saw the land they owned. They had employed agents to select the most promising tracts, hoping that the demand of actual settlers would be such as to yield them a substantial profit.

Hiram Bartlett was a son-in-law of Dexter Fisher, with whom he came to Lucas County. In 1825, soon after his arrival, he bought from Daniel Murray in the southeast quarter of Section 35, Township 9, Range 7, now one of the most populous sections of Toledo. He improved the land, but in the fall of 1835 sold it to Andrew Palmer and removed to what is now Fulton County. Before this removal he was for several years clerk of Port Lawrence Township. His mother-in-law died soon after coming to Ohio and his father-in-law accompanied him to Fulton County, where both passed the remainder of their lives.

Benjamin Mallett entered land in the northwestern part of the township in 1824. It was at his house that the first township election was held in 1840. For more than forty years he was identified with public affairs. He served for seventeen years as township treasurer and was for eight years one of the directors of the Lucas County Infirmary.

John Phillips came from Onondaga County, New York, in 1825, accompanied by his wife, two sons and five daughters. He located on Section 22, Township 9, Range 7, the land he entered afterward being taken into Woodlawn Cemetery. This tract he conveyed to his older son, Philip I. Phillips, and with his second son, Henry,

purchased the northwest quarter of Section 23 from Thaddeus R. Austin. Henry Phillips died in the fall of 1838, leaving a widow and one child. John Phillips died in 1849, while on a visit to one of his daughters in Indiana, and Philip became the owner of all the property. In 1854 he laid off a large part of the farm into lots, which was the beginning of West Toledo. Philip I. Phillips died in 1879.

Noah A. Whitney, with his family of five sons and five daughters, left Onondaga County, New York, in the fall of 1822 and went to Detroit. Mr. Whitney was interested in iron manufacture and was attracted to Detroit by reports of rich deposits of iron ore in Southern Michigan. After spending some time and a considerable sum of money in a vain search for a paying iron mine, he came to what is now Washington Township in 1824. He entered part of the Southwest quarter of Section 26, lying between the present Bancroft Street and Delaware Avenue and immediately west of Collingwood Avenue, where he built a blockhouse, into which he moved his family. Two of his sons—Noah A., Jr., and Thomas P. also entered land in the vicinity. One daughter, Mary Rose, became the wife of Dr. J. V. D. Sutphen, and Harriet married Sanford L. Collins. She was the last surviving member of the family.

By 1832 a number of settlers located in the township, the most prominent of whom were: Alexander Barnard, Alvin Evans, Cyrus Fisher, Caleb Horton, Samuel Horton, Andrew Jacobs, David, Peter and William Lewis, Charles G. and Samuel J. Keeler, Abel Mattoon, Moody Mills, Christian, John and Joseph Roop, Milton and Noah A. Whitney, Jr. In the eastern part of the present township—that portion included in Manhattan Township in 1840—lived Tibbles Baldwin, Francis Loveway, Joseph Trombley, Nicholas Guoin, the Navarres—Alexis, James, Robert and Peter—and William Wilkinson. A little later came John W. and Morgan L. Collins, William Tavernor and the Haughtons—Cyrus, Lyman, Marvin and Stephen—Horace Thacher, Thomas Secor and a few others.

Villages—The old village of Tremainesville, which was once a rival of Toledo, was located in this township. Early in the fall of 1829 Cyrus Fisher, a son of Dexter Fisher, married Catherine, daughter of John Phillips. Soon after his marriage he built a blockhouse on the northwest quarter of Section 23 (near the present intersection of Detroit and Collingwood avenues), having purchased the land from Moses G. Benjamin, of Otsego County, New York. When the building was completed he opened a tavern and store. This tavern was the only house of entertainment on the old United States road between Monroe and Maumee. There were at that time about fifteen hundred Indians living on the reservations on the north side of the Maumee River and the nearest trading post was the store of Hunt & Forsyth at Maumee. Mr. Fisher took a large part of the Indian trade from Hunt & Forsyth and he was also the postmaster at the only post office between Vienna, Michigan, and Maumee, the office being known as Port Lawrence.

In the fall of 1832 Mr. Fisher sold out to Calvin Tremaine, who had recently come from Vermont, and who also succeeded to the position of postmaster. Not long after this change in ownership, the Port Lawrence post office was removed to the mouth of Swan Creek and the one that had been established at Fisher's store was changed to Tremainesville. About that time Townsend Bartlett, a brother of Hiram Bartlett, bought two acres of land from Henry Phillips, across the turnpike from Tremaine's store, and built a dwelling and wagon shop. In the fall of 1835 Mr. Tremaine sold his property, including his stock of goods, to Dr. J. V. D. Sutphen and removed to Sylvania, where he died soon afterward.

Sanford L. Collins was appointed postmaster at Tremainesville when Mr. Tremaine sold out, but the mail route was changed to follow the Maumee River from Maumee to Manhattan and the Tremainesville office was soon afterward discontinued. Mr. Collins and Stephen B. Comstock had purchased a portion of the land owned by Ebenezer Burgess, in Section 22, in the fall of 1832. Mr. Comstock sold his interest to Lewis Godard, of Detroit, who in turn sold to John W. Collins, a brother of Sanford L. Then a third brother, Morgan L., became a partner and the business was carried on under the firm name of S. L. Collins & Company. In the fall of 1834 these brothers built a tavern at the junction of the turnpike and the Manhattan road. At that time Tremainesville boasted two stores, two taverns a blacksmith and wagon shop, a tailor shop, a shoe shop and several dwellings. In 1837 the Collins brothers sold out to Horace Thacher and Michael T. Whitney. Then the Indians left the country, business was attracted to the Miami & Wabash Canal, and Tremainesville gradually disappeared. Modern maps show a road coming into Toledo from the northwest, which strikes the city limits at Sylvania Avenue and is called the "Tremainesville Road." A station on the Toledo & Western Electric Railway near that point is called "Tremainesville Corners." These names are all that is left as reminders of a once promising town.

Near the northern border of the township is the little hamlet of Alexis. It is at the junction of the New York Central and the Ann Arbor railroads, and the Detroit & Toledo Electric line. Alexis has never been officially platted as a town and consists only of the railroad buildings, a general store and a few scattering residences.

On the Toledo & Western Electric Railway, in the northwest corner of the township, is the village of Trilby. It is a small place, has one general store and a new modern public school building, but it is practically a part of the City of Toledo.

Auburndale, south of Woodlawn Cemetery and west of the New York Central Railroad, was platted by Amasa Bishop in the fall of 1873. It is now within the city limits.

Washington leads the townships of Lucas County in the number of public schools, miles of improved highway and population. It has nine public school buildings valued at $300,000, thirty-six miles of modern highway, and according to the United States census for 1920 the population then was 8,440, an increase of 3,642 since 1910.

WATERVILLE TOWNSHIP

The Township of Waterville is four years older than Lucas County. It was established by the county commissioners of Wood County early in the year 1831 from part of Waynesfield Township. Several changes in boundaries have since been made, reducing the township to an area of about twenty-four square miles. On the north it is bounded by Monclova and Swanton townships; on the east and southeast by the Maumee River, which separates it from Wood County; on the south by the Maumee River and Providence Township, and on the west by the townships of Providence and Swanton.

When the township was erected, the commissioners directed that the first election should be held on the first Monday in April, 1831. Accordingly, on April 4,

1831, James C. Adams, Jonas Cleveland and William Meeker were elected trustees; Ralph Farnsworth, clerk; George W. Evans, treasurer; Jeremiah Johnson and Willard Gunn, overseers of the poor; Jacob Eberly and Richard Gunn, fence viewers; Whitcomb Haskins and John Van Fleet, supervisors of highways. At a second election held on June 21, 1831, Daniel Lakins and John Van Fleet were elected justices of the peace.

Settlement—For many years before the actual settlement of the Maumee Valley commenced, the river was a favorite resort of the Indians for hunting and fishing. In the vicinity of the Rapids they were accustomed to meet wandering traders and agents of the fur companies, some of whom established temporary residence among and intermarried with the natives. The first permanent settler in what is now Waterville Township, was Isaac Richardson, who located near the river about a mile above the present Village of Waterville, on what afterward became known as the "Roche de Boeuf Farm." His first house there, a small log cabin, was built in the spring of 1814. Two years later he built a large double log house which he opened as a hotel or tavern—the first in that section of the country. Mr. Richardson conducted this hotel until his death on July 22, 1830, when he was shot and instantly killed by George Porter. On that date Mr. Richardson was sitting on the porch in front of the hotel, talking to a guest. Porter, who was something of a notorious character, had a grudge against the proprietor of the hotel. Armed with a shotgun, he approached the hotel from the rear and as soon as he turned the corner discharged the contents of the gun into Mr. Richardson's head. The guest, who was struck by a few of the shot, recognized Porter, who was arrested the next day. He admitted the killing and was hanged at Perrysburg the following spring. This was the first legal execution in Northwestern Ohio.

Not far from where Mr. Richardson built his hotel could be seen for many years the remains of an Indian burial mound, which was first opened in 1833 and found to contain a great number of human skeletons, as well as relics, such as weapons, ornaments, etc. The history of this mound is given in the "Legend of Roche de Boeuf," as told by Peter Manor to Henry W. Howe and published in his "Historical Collections of Ohio," to wit:

"At the time when the plum, thorn-apple and wild grape were the only products, long before the advent of the pale-faces, the Ottawa were camped here, engaged in their games and pastimes, as was usual when not clad in war paint and on the lookout for an enemy. One of the young scions of the tribe, engaged in playing on the Roche de Boeuf, fell over the precipice and was instantly killed. The dusky husband, on his return from the council fires, was informed of the fate of his prospective successor and at once sent the mother in search of her papoose by pushing her over the rocky sides into the shallow waters of the Maumee. Her next of kin, according to Indian law, executed the murdering husband, and was in turn executed in the same manner, and so on, until the frantic passions were checked by the arrival of the principal chiefs of the tribe. This sudden outburst cost the tribe nearly two-thirds of its members, whose bodies were taken from the river and buried with full Indian honors the next day."

It was in the mound above referred to that these Indians were buried. After 1833 many relic hunters visited the place and carried away bones and implements. The mound has been reduced to the level of the surrounding surface by the plow

of the husbandman and the legend of the rock has been almost forgotten. It was near the Roche de Boeuf (Bull Rock, or Rock of the Bull) that Gen. Anthony Wayne built Fort Deposit, which was completed on August 18, 1794, and near that point two days later began the battle of Fallen Timbers, continuing down the river to Fort Miami.

For about two years Isaac Richardson was the only permanent resident. In 1816 the Underwoods—Gilbert, Milton and Solomon—settled near Mr. Richardson. All three died of "Swamp Fever" in 1819. The Adams family settled in the northern part in 1817 and the next year John Pray and Orson Ballou located near the present Village of Waterville. Mr. Pray was one of the most active of the pioneers. In 1821 he built a mill on Granger Island, which he purchased from the United States and evicted a squatter named Granger, from whom the island takes its name. Before this mill was built, the nearest place where the settlers could get their corn ground was at Monroe, Michigan.

About three years before Mr. Pray built his mill, John E. Hunt and one of the Adams family built what became known as the "Old Red Ox Mill," about a mile and a half from the Maumee River. It derived its name from the fact that its clapboards were painted a dull red and the motive power was supplied by oxen. The meal turned out was not suitable for making bread, but for some time the mill was operated as a feed mill. It was in this building that the first school in the township was taught by Hiram P. Barlow in 1825.

Orson Ballou, who came the same year as Mr. Pray, was elected constable in 1833 and at the time of the "Boundary War" held the rank of major in the Ohio forces. Two of his sons served in the Union army in the Civil war. Oscar W. was in Company I, Fourteenth Ohio Infantry, and Orson G. was a lieutenant in the One Hundredth Ohio Infantry. He was captured and died in Libby prison at Richmond, Virginia. After the war Oscar W. Ballou was somewhat active in politics as a Democrat and held several local offices. He sank the first successful gas well in the township in the summer of 1887.

Other early settlers were Artemus Underwood, Hiram P. Barlow, John Van Fleet, Lyman Dudley, Martin Gunn, John Pettinger, David Robins and the township officers previously mentioned.

Villages—There are three villages in Waterville Township—Waterville, Whitehouse and Neowash. In February, 1830, John Pray laid out the Village of Waterville, opposite what was then known as "Pray's Falls" in the Maumee River. That spring he removed his mill from Granger's Island to the new village, improved it and built a sawmill in connection. He had built a hotel on the village site two years before the plat was filed. Soon after the village was laid out Lyman Dudley opened a hotel which he called the Wabash House. John Pettinger started in business as a blacksmith and a little later John Pray established a distillery. He was also the first postmaster. Waterville was incorporated in March, 1882. It is in the southeastern part of the township, on the Maumee River and the Toledo, St. Louis & Western Railroad. The Ohio Electric Railway also passes through the village. The population in 1920 was 779. The village has a number of mercantile houses, a modern public school building, a Masonic lodge was instituted in 1879, Methodist and Presbyterian churches were established at an early date and the German Lutheran Church was organized soon after the Civil war. Rev. Elam

Day was the first pastor of the Methodist Church and the first Presbyterian minister was Rev. Benjamin Woodbury.

Whitehouse, in the northwestern part of the township, was laid out in 1854 and was named for Edward Whitehouse, of New York, at that time a director in the Wabash Railroad Company. The plat was recorded on June 20, 1854, and the village was incorporated in 1867. A sort of neighborhood center had developed there several years before the official plat was made. A Methodist Protestant Church was organized in 1846, Rev. John Foster being the first pastor. The completion of the Wabash Railroad in 1855 stimulated the growth of the village. A post office was established in 1858, with Alexander Walp as postmaster. At that time the principal business enterprises were the general store of A. J. Eldredge and Michael Goodman's blacksmith shop. The Methodists erected a new church edifice in 1872; a fine public school building was erected in 1877; John Stoker opened the first hotel in 1874; Myers & Stone built a feed mill in 1881, and a bank was established in 1904. Other business concerns have grown up until Whitehouse is one of the active commercial villages of the county. Its population in 1920 was 513.

Neowash, on the Toledo, St. Louis & Western Railroad, in the southern part, grew up after the railroad was built, but no regular plat of the village has ever been recorded. It is a trading and shipping point for the people living in that section of the county. The population of Waterville Township in 1920 was 1,968.

WAYNESFIELD TOWNSHIP

This is the oldest township in Lucas County. It was created by an act of the Ohio Legislature approved on December 30, 1817, and was the first civil township to be erected in the State of Ohio north of the Maumee River. The name was adopted in honor of Gen. Anthony Wayne and the "field" where he won his decisive victory over the British and Indians on August 20, 1794. When created it was attached to Logan County. When Wood County was created in 1820 it became a part of that county, and in 1835 it was made a part of Lucas County. From the time of its erection in 1817, several changes have been made in the boundaries. Waterville was cut off from it in 1831, hence at the time Lucas County was created in 1835, it consisted of the three organized townships of Port Lawrence, Waynesfield and Waterville. Waynesfield contributed territory to the surrounding townships of Adams, Monclova and Springfield so that it is now the smallest township in Lucas County, its area being coextensive with the corporate limits of Maumee Village. On the north it is bounded by Adams Township; on the east, southeast and south by the Maumee River, and on the west by the Township of Monclova.

Early Settlers—The first settlement in Lucas County was made at Maumee, within the present limits of Waynesfield Township. As early as 1810 a post office was established where the City of Maumee now stands and Amos Spafford was appointed postmaster. His commission was dated June 9, 1810. This was the first post office in Ohio north of the Maumee River and the first post office between Monroe, Michigan, and Chicago. Among those who settled there about that time were: Oliver A. Armstrong, George Blalock, James Carlin, William Carter, Thomas Dick, The Ewings, Ambrose Hickox, Daniel Hull, William Peters,

Jesse Skinner, James Slawson and some others. In January, 1812, Amos Spafford wrote to Governor Meigs that "about fifty families" were settled near the Rapids.

After the War of 1812 was over, new settlers began coming into the Maumee Valley. Most of these new arrivals sought a location near the foot of the Rapids. The preference shown for that particular locality brought to the scene a number of speculators, who saw that a growing population would increase the price of land, and several towns were projected. One of the oldest of these was Orleans, which was laid out on the river flats, directly under Fort Meigs. The early residents of this town were chiefly French Canadians. For several years after the war, the principal business was the fur trade, which was carried on by John E. Hunt, Robert A. Forsyth, John and Frank Hollister and James Wolcott, whose wife was a daughter of Capt. William Wells and a niece of the famous Miami chief, Little Turtle. Other prominent citizens of Orleans were: Seneca Allen, William Ewing, Aurora and Samuel Spafford, General Vance, David, Jacob, James and Samuel Wilkinson and James Murray. Jacob Wilkinson kept a tavern, which served as a meeting place for the discussion and settlement of questions pertaining to town affairs.

In 1816 the United States sent an agent to the lower Maumee Valley to select a site best adapted for commercial purposes and lay out a town. After examining both banks of the Maumee from the mouth to the Rapids, this agent selected the high ground on the right bank, just below Fort Meigs, which place he reported as the "head of navigation." A town was laid out and Josiah Meigs, then comptroller of the United States treasury, gave it the name of Perrysburg, in honor of Commodore Perry, the hero of the naval battle on Lake Erie in September, 1813. The fact that Perrysburg had the favor and support of the Federal Government gave it an advantage over neighboring settlements. The Hollisters removed their trading house to Perrysburg, which was made the county seat of Wood County in 1823, and Orleans disappeared.

Accounts differ as to when and by whom Maumee was started as a village. Waggoner's "History of Toledo" (p. 921) says: "The first record made at the recorder's office of Wood County related to lands in Waynesfield Township and consisted of the plat of Maumee City prepared by A. I. Wheeler for John E. Hunt in August, 1818. It contained 109 lots 75 by 132 feet. Of these, three lots at the southwest corner of Conant and Detroit streets were set apart for public ground; and two at the northwest corner of Gibbs and Detroit streets were set apart for church and school purposes. The plat was acknowledged before Seneca Allen, justice of the peace for the County of Logan. Mr. Allen then resided at Orleans, below the site of Fort Meigs."

Scribner's "History of Toledo and Lucas County" (p. 77), says: "Maumee City was laid out under the name of Maumee in 1817, by Maj. William Oliver and his associates, opposite Perrysburg and Fort Meigs. The site of the town is within the reservation of twelve miles square made by the Treaty of Greenville, and only a short distance above the place where the old French fort of 1680 had been located. The fact that this point had always been a favorite spot with the Indians led the founders to believe that they could control the fur trade of this section. Maumee contributed in no small degree to the downfall of Orleans. Hunt & Forsyth removed their business to the former place and among the pioneers

here in 1818 were Jonathan Gibbs, James Carlin, Dr. Horatio Conant and a Frenchman named Pelkee, all of whom were active in promoting the interests of the new town. Despite the fact that Perrysburg was fostered by the national government, Maumee City has held its own and is still one of the thriving towns of the lower Maumee Valley."

The records in the auditor's office of Lucas County show that the plat of Maumee was recorded on March 18, 1825. As Lucas County was not then in existence, the date most likely refers to the time when the plat was recorded in Wood County. There may be some truth in each of these apparently conflicting accounts. William Oliver and his associates may have projected a town on the site of Maumee in 1817; John E. Hunt probably did acknowledge his plat before Seneca Allen in 1818; and that plat may have been the one recorded in 1825. Or it may be that a new plat was filed in 1825 and the old one discarded. However this may be, it is certain that the first meeting of the county commissioners of Wood County was held at Almon Gibbs' store in Maumee on April 12, 1820, Maumee being at that time the county seat. Even after the county seat of Wood was removed to Perrysburg, in March, 1823, Maumee continued to grow and prosper. In 1840 it was made the county seat of Lucas County and retained that honor for about twelve years.

Maumee City was incorporated in March, 1838, the first election being held on the 26th of that month. Robert A. Forsyth and John E. Hunt, who had been partners in the Indian trade, were the opposing candidates for mayor and the former was elected by a vote of 117 to 56. The articles of incorporation divided the city into three wards, from which the following councilmen were chosen: First—Daniel Cook, Robert A. Forsyth, William Kingsbury and William St. Clair. Second—Levi Beebe, Daniel R. Stebbins, James Wolcott and T. T. Woodruff. Third—Joseph J. Bingham, George Kirtland, George B. Knaggs and J. Austin Scott. Robert Gower, Ira White and Amos Pratt were elected assessors for the three wards, respectively.

Three days after the election the council held its first meeting. James Wolcott was elected president of the council; Henry Reed, Jr., recorder; Daniel Cook, treasurer; F. E. Kirtland, marshal. In 1871, by vote of the citizens, the name was changed to South Toledo. In July, 1887, the name was changed back to Maumee, the word "City" being dropped, though the city organization was retained.

Business Directory—On March 25, 1837, about a year before the city was incorporated, Henry Reed, Jr., issued the first number of the "Maumee Express." In one of the early issues Mr. Reed published a business directory of Maumee. It showed five attorneys, two physicians, six firms of forwarding and commission merchants, eleven general stores, one clothing store, six groceries, two tailors, a bakery, a carriage and wagon shop, two chair factories, four hotels, one jewelry store, one printing establishment and a planing mill. The next year the Maumee City Insurance Company Bank was established. The business interests of Maumee were at that time probably greater than those of Toledo.

Churches—The Presbyterian Church at Maumee was organized in 1820. At the semicentennial celebration in January, 1870, one of the original members was present in the person of Dr. Horatio Conant. This is the oldest church in Waynesfield Township.

A Methodist class was organized in 1834 at the residence of James Jackson, who

had come to Maumee in 1831 as an Indian agent, appointed by President Jackson. Services had been held prior to that time by itinerant Methodist ministers, among whom were Rev. E. C. Gavitt and Rev. E. H. Pilcher. The latter became the first pastor of the Methodist Episcopal Church of Maumee when it was organized in the fall of 1834.

Rev. Armedeus Rappe conducted the first Catholic services in the town after it was platted and a little later organized St. Joseph's Church. St. Paul's Episcopal Church was organized in the early '30s. In 1838 Levi Beebe, who had just been one of the city councilmen, wrote to his son-in-law, Elizur Fairman, in New York State, that the Episcopal Church "at the upper end of town" and the Methodist Church were almost completed, and that the Presbyterian Church, of which the writer was a member, expected a Rev. Mr. Reed, then at Tiffin, to become its pastor. A Lutheran Church was organized at a later date and the Baptists also had a society here at one time, but it finally went down. The first parsonage was built by the Methodists in 1844.

Transportation—In June, 1837, the "Express" announced that the steamboat "General Wayne," Capt. H. C. Williams, would leave the head of the Rapids "every day at 1 P. M. for the foot of Flat Rock, where there will be coaches and teams to convey passengers to Defiance." By this means passengers leaving Maumee could arrive at Defiance the same day. The "General Wayne" left Flat Rock at 6 A. M. for the return trip and was met at the head of the Rapids at noon by coaches for Maumee and Perrysburg. The announcement was also made that a barge "fitted up for passengers and freight" left Defiance every Friday for Fort Wayne, making the trip in three days.

The completion of the Wabash & Erie Canal and the Miami and Erie Canal caused the "General Wayne," the coach lines and the barge to suspend operations, just as some fifteen years later the Wabash Railroad put the canals out of commission. Maumee today is well provided with transportation facilities, the Wabash Railroad, the Toledo, St. Louis & Western and the Ohio Electric Railway all touching the village.

In 1920 Maumee reported a population of 3,195, a gain of 888 in the preceding ten years. It has a modern system of waterworks, the supply coming from deep driven wells, two banks, three public school buildings valued at $150,000, electric light furnished by the Defiance Gas and Electric Company, several handsome church edifices, lodges of the leading fraternal societies, a public library, a paper mill, a window glass factory, the fair grounds of the Lucas County Fair Association, a broom factory and a number of well-stocked mercantile concerns. Besides the railroads above mentioned, the electric lines of the Toledo, Bowling Green & Southern and the Maumee Valley Company are within "bus line" connection with Maumee.

CHAPTER XVII

BEGINNING OF TOLEDO

SALE OF THE MILITARY RESERVATION—COMPETING COMPANIES—PORT LAWRENCE—FINANCIAL DIFFICULTIES—THE NEW PORT LAWRENCE—VISTULA—RIVAL VILLAGES—CONSOLIDATION—SELECTING A NAME—"TOLEDO"—THE POST OFFICE—TOLEDO IN 1834-35—A FEW FIRST THINGS—PROMINENT PIONEERS—BENJAMIN F. STICKNEY—COLEMAN I. KEELER—THE BALDWINS—SANFORD L. COLLINS—ANDREW PALMER—OTHER NAMES PROMINENT IN EARLY HISTORY.

Toledo came into existence as the result of an act of Congress, approved by President Madison on April 27, 1816, authorizing the sale of the twelve-mile-square reservation at the foot of the Maumee Rapids. This tract of land was granted to the United States by the Indians in the Treaty of Greenville, August 3, 1795, for military purposes. Fort Meigs was built within its limits in February, 1813. After the War of 1812, when it became apparent that the Indian lands in Northwestern Ohio would be opened to settlers, and that the reservation would no longer be needed as a site for a military post, Fort Meigs was abandoned and Congress ordered the land to be sold at public auction at Wooster, Ohio, in February, 1817.

The northeast corner of this reservation was near the north end of the present Cherry Street bridge over the Maumee River. Its northern boundary line is represented by Dorr Street and its eastern boundary line by Mendota Street. Prior to the day of sale the reservation was divided into tracts of different sizes by Government surveyors.

It needs the advice of the map which has been prepared for this history to fully conceive the original topography of the city of Toledo. A more unfavorable location from the standpoint of solid footing is seldom found. The locators of the rival villages afterwards merged into the city, Port Lawrence, Vistula and Manhattan, must have been men of sanguine temperaments and of unusual powers of vision to have been justified in attempting what was afterwards accomplished. From the mouth of Swan Creek to the Bay on each side of the river and extending on the north to Ten Mile Creek or Ottawa River and on the south for miles were networks of bayous, sluggish creeks and stagnant ponds, separated by mounds of sand and at places by steep bluffs of clay. Mostly, for more than a hundred square miles, the land was marshy and difficult of traversing except in canoes, and was very heavily timbered. Where the courthouse now stands was a large pond, with marshy sides, through which ran, paralleling the river, a sluggish creek, with an extra mouth to the south, into the river along the present line of Adams Street. Even after the canal was constructed, the safest footway to Manhattan was along the berme bank. Several arms extended southward into marshes from Ottawa River, the principal one, of which vestiges yet remain, located between Lagrange

and Collingwood Avenues, crossing the upper end of Cherry and extending as far south as Kenilworth. Some vestiges of the old conditions are also seen in the alley-ways between Summit and St. Clair streets.

Two companies were formed for bidding in the land near the foot of the Rapids, with a view to establishing a town. One of these, known as the "Baum Company," was composed of Martin Baum, William Barr, Jacob Burnet, Jesse Hunt, Andrew Mack, William Oliver and William C. Schenck. The other, called the "Piatt Company," consisted of John H. and Robert Piatt, Gorham C. North and William Worthington. Both companies had representatives at Wooster on the day of sale, under instructions to purchase the lands about the mouth of Swan Creek. To avoid competition in bidding, they agreed that certain tracts should be purchased in common. The result was that tracts Nos. 1, 2, 3 and 4, on the north side of the river, were bid off by the agents of the Piatt Company, while tracts Nos. 86 and 87, on the south side of the river opposite the mouth of Swan Creek, were bid off by William Oliver, of the Baum Company.

Waggoner, in his "History of Toledo and Lucas County" (p. 370) says that the quantity of land purchased was 974 acres, and that the average price per acre was $48.12½. His itemized statement on the same page does not agree with this general statement, either as to the number of acres purchased or the average price per acre, to wit:

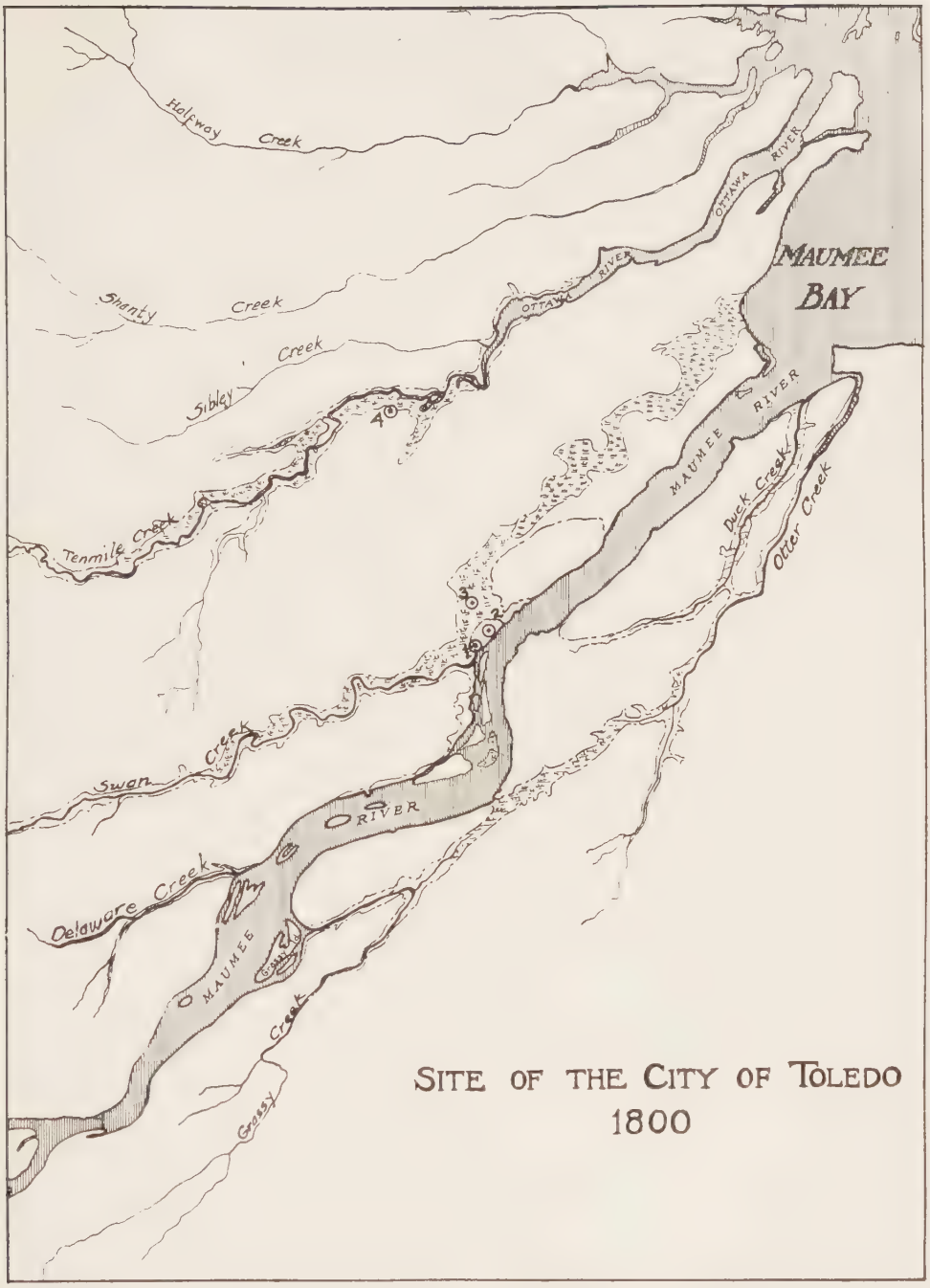
Acres	Per acre	Total
200	$75.50	$15,100.00
201	20.75	4,170.75
154	5.25	808.50
181	2.75	497.75
143	2.35	336.05
93	2.13	198.09
972		$21,111.14

Or an average price of not quite $21.72 per acre.

PORT LAWRENCE

Immediately after the sale, a meeting was held in Cincinnati, at which the two companies were consolidated under the name of the Port Lawrence Company. Martin Baum was appointed agent to lay off the Town of Port Lawrence at the mouth of Swan Creek. On August 14, 1817, he appointed William Oliver to superintend the sale of lots on the 20th of September. That some lots had been sold before this date may be seen by the letter of Benjamin Rathbun, of New York, to David E. Merrill, of Toledo, in 1870. In this letter the writer says:

"I was once where Toledo now is. It was in the spring of 1817, while a portion of it was being surveyed for village lots. I then took up the first lot ever sold there as a village lot. The title of the company failing for non-payment of their purchase, of course, I lost my lot. I have never been at Toledo since I left there in August, 1818. At that time there was not a dwelling house there. A man by the name of Henderson built a log and stone house on the bank and partly over the water, just below the mouth of what was then known as Swan Creek, and there



This map shows somewhat of the swampy condition of the site of Toledo before the platting of the city. The figures represent locations as follows: (1) Intersection of Monroe and Summit streets, site of Ft. Industry stockade; (2) Site of the present Second National Bank building; (3) Site of the present courthouse; (4) Site of Tremainesville post office where the Boulevard and Detroit Avenue meet, near the intersection of Collingwood and Cherry. The marshes indicated were water covered except in extreme dry weather and much low land, sometimes of a marshy character, existed where not shown on this map. Adams Street reaches the river at a point near the figure "2." In early days it was necessary to have a bridge at this point to connect Vistula and Port Lawrence town plats.

was a French cabin on the flats near Swan Creek, for the Indians to get rum in. These were all the buildings Toledo could boast of in 1818. My own family (consisting of Mrs. Rathbun and one son) and Major Keeler's family occupied Henderson's log and stone warehouse while we were there."

Among those who purchased lots at the sale on September 20, 1817, were: Seneca Allen, Samuel H. Ewing, Robert A. Forsyth, John E. Hunt, Almon and Truman Reed, of Maumee Rapids; Henry I. and Mary L. Hunt, of Detroit; Benjamin F. Stickney, of Fort Wayne; Moses Wilson, of Huron County, Ohio; and Austin E. Wing, of Monroe, Michigan.

FINANCIAL DIFFICULTIES

The terms upon which the lands had been purchased from the Government were as follows: A cash payment of 25 per cent within forty days after the day of sale, the balance to be paid in three equal annual installments. In offering the lots for sale, the company adopted the same terms to purchasers. The idea was to obtain enough from the sale of lots to pay the debts to the United States and leave a profit for the company. The number of lots sold on September 20, 1817, was only seventy-nine, out of about four hundred, and the cash receipts amounted to $855.33. This was not very encouraging and when the second payment to the United States fell due, the company failed to meet it and practically forfeited the entire property, with the few improvements that had been made. In 1821 the company requested Congress to take back tracts Nos. 1 and 2 and credit the amount paid thereon to the purchase price of the other tracts. This was done and, after several attempts at adjustment, the company gave William Oliver a mortgage on tracts Nos. 3, 4, 86 and 87, and three quarter-sections, outside of the town plat, to secure the payment of $1,835.47. On September 1, 1828, Oliver purchased these tracts at a foreclosure sale for $618.56.

In the meantime, under the provisions of an act of Congress, approved on May 20, 1826, tracts Nos. 1 and 2, which had reverted to the Government, had been selected as part of the lands donated to the University of Michigan. Oliver made a deal with the trustees of the University, Congress approving, by which these two tracts were exchanged for part of the lands he had obtained through the foreclosure sale. Martin Baum and Micajah T. Williams each now acquired a one-third interest in Oliver's holdings—tracts Nos. 1, 2, 86 and 87—and preparations were at once set on foot for the laying out of a new town. Baum died in 1832. Oliver purchased his interest and later sold interests to Joseph Prentice and Joseph Trombley.

THE NEW PORT LAWRENCE

After more than a decade of "trial and tribulation," a new plat was prepared, of which official record was made as follows:

"Territory of Michigan, } ss.
County of Monroe, }

"Before me, the subscriber, an acting Justice of the Peace in and for the County of Monroe, aforesaid, personally appeared Stephen B. Comstock, authorized agent of William Oliver, of Cincinnati, Ohio, who in behalf of the said Oliver,

acknowledged the within to be a correct plat and description of all lots numbered in numerical order, which are intended for sale in the Town plat of Port Lawrence, in the County of Monroe, aforesaid, and of the public grounds intended to be given for the uses and purposes therein expressed, in said Town, in conformity to the act entitled, 'An act to provide for the recording of Town plats and for other purposes,' approved April 12, 1827.

"In testimony whereof, I have hereunto set my hand and seal, at Port Lawrence, on the 20th day of December, A. D. 1832.

"JOHN BALDWIN.
"Justice of the Peace."

As thus filed for record, the plat covered that part of the present City of Toledo between Jefferson Avenue and Swan Creek, and extended back from the river to what is now Superior Street. Comparing the street names on the original plat with those of the present day, Erie Street is now Summit; Ontario is St. Clair; Huron is Superior, the streets running back from the river—Jefferson, Monroe and Washington—remaining the same. Water Street was formed afterward during the process of grading down the bluffs and filling in the lowlands along the margin of the river.

Stephen B. Comstock acted as agent for the proprietors and conducted the sale of lots until about the 1st of July, 1834. The first lot (No. 11) was sold to John Baldwin in July, 1833, for $25.00. During the next twelve months Mr. Comstock disposed of fifty-three lots. Among the purchasers were: Platt Card, eighteen lots; Coleman I. Keeler, seven lots; Philo Bennett, four lots; George Bennett, two lots; Willard J. Daniels, five lots; Calvin Comstock, two lots. The other lots were sold one to each purchaser. Austin E. Wing was given lot No. 45, as a compromise for the old claim to a lot purchased in 1817. In a few instances the purchasers were required to make certain improvements within a given time. One was to "erect a good building 18 by 24 feet, to be painted;" another was required to build "a good two-story house;" still another was to build "two good houses and paint white," etc.

Early in July, 1834, Andrew Palmer succeeded Mr. Comstock as agent and held the position about a year, selling in that time some thirty-five or forty lots. Then the town proprietors decided that Port Lawrence would make better progress by dividing the unsold lots among themselves, so that each could look after his own interest. Two lots were set apart for public school purposes; two for the religious denominations that would be the first to erect churches in the town; lot No. 335 was given to Mrs. Munson H. Daniels "as a complimentary present, on the occasion of hers being the first marriage in Toledo;" and lot No. 215 was donated to the widow of General Vance. Eight lots were set off for a hotel, to be built by the proprietors of the town, but the project was never carried out. One-eighth of the remaining property was assigned to Stephen B. Comstock. The remaining seven-eighths were divided into sixteen parcels, which were distributed among the stockholders in the following manner: Tickets numbered from one to sixteen—corresponding to the sixteen subdivisions—were thoroughly mixed together in a hat, from which Two Stickney drew them out, one at a time, and delivered them to the interested parties. William Oliver received the first five tickets, as he owned five-sixteenths of the property; the next four went to Micajah

TOLEDO IN 1800

This is a conjectural picture reproduced from an old painting. In it Fort Industry appears as even more elaborate and substantial than in Colonel Hipkin's drawing. The best information is that the "fort" was little more than a mere stockade.

T. Williams; Edward Bissell, John B. Macy, Andrew Palmer, Hiram Pratt, Isaac S. Smith, W. F. P. Taylor and the firm of Raymond & Lynde each received one ticket. This division was made on July 4, 1835.

VISTULA

In the meantime a rival to Port Lawrence had been started. In 1831 Maj. Benjamin F. Stickney, then interested in the Port Lawrence project, offered Lewis Godard, a Detroit merchant, certain lots if he would undertake to open a store in the settlement at the mouth of Swan Creek. That was some time before the new Port Lawrence plat was recorded with Squire Baldwin. Godard carried out his part of the agreement and the store was opened in December, 1831, with Sanford L. Collins in charge. It was located in the old blockhouse, near the corner of Jefferson and Summit streets, which had been erected by William Wilson about 1817. It was repaired by Philo Bennett for the reception of Mr. Godard's stock of goods. Just below Port Lawrence, on the same side of the Maumee River, Major Stickney owned a considerable tract of land. A few months after Godard's store was opened, Stickney came to the conclusion that it would be years before Port Lawrence would really amount to anything, and decided to start a town of his own.

It is quite probable that he reached this decision through conferences with Lewis Godard and Philo Bennett, both of whom were from Lockport, New York. At any rate, in October, 1832, he made a contract with Samuel Allen, of Lockport, to lay out a town on the Stickney tract below Port Lawrence, make certain expenditures and improvements, etc., for which he was to receive one-half of the land. Allen failed to carry out the plan according to agreement, and in January, 1833, Stickney made a similar contract with Otis Hathaway, also a Lockport man, Allen retaining an interest. Under this contract a town was platted, to which was given the name "Vistula." It was decided to celebrate the event by a grand ball. As there was no suitable ball-room in Vistula, the ball was given in the upper story of the old log warehouse at the mouth of Swan Creek, erected by the original Port Lawrence Company, the lower story of which was then occupied by John Baldwin and his family as a residence.

Hathaway and Allen found it somewhat difficult to interest people in the Vistula proposition. The latter therefore went to Lockport to secure the coöperation of other parties. He returned a few weeks later, accompanied by Edward Bissell, who, to use the modern vernacular, "was a live wire." He immediately began the work of opening roads, clearing away the brush, filling in the low places and constructing docks along the river between Elm and Lagrange streets. He also expended a considerable sum for the erection of new buildings. A correspondent in the "Ohio and Michigan Register and Emigrant's Guide," in the summer of 1833, said:

"The new Town of Vistula attracts much attention from the numerous immigrants who are seeking the most eligible site for a town on the Maumee. A considerable number of lots, according to the information obtained from Maj. B. F. Stickney, one of the proprietors, had been sold in the course of the spring and summer, and improvements of a permanent character and on a large scale engaged to be made. This nascent village is handsomely situated on the left bank of the Maumee

River, about three miles from its mouth and immediately below the site of Port Lawrence. These places will probably grow together and become one, provided my opinion shall turn out to be correct, that the great town of the Maumee shall be situated there."

RIVAL VILLAGES

In the light of subsequent developments, the words of this correspondent proved to be prophetic. In fact, at the time the above was written, a movement was already on foot for the union of the two towns. About that time a number of towns were projected along the Maumee by speculators. On the left bank, as one descended the river, were the towns of Maumee, Miami, Marengo, Port Lawrence, Vistula and Manhattan, all within a distance of twelve miles from the mouth of the river. On the opposite bank were Perrysburg, opposite Maumee, Oregon, a short distance above Port Lawrence, and Lucas City, at the mouth of the river. Further mention of these towns will be found in the chapters on the townships in which they were located. That a spirited rivalry, amounting sometimes to bitter jealousy, existed among these embryo cities goes without saying. As early as February 9, 1822, before the original Port Lawrence had barely more than a beginning, Dr. Horatio Conant, of Maumee, wrote to Ethan A. Brown, one of the United States senators from Ohio, as follows:

"I understand it is in contemplation to so alter the route of the great Eastern mail to Detroit, that it shall not pass this place, but go by Port Lawrence, nine miles below on the Maumee River. Also to establish a land office at the River Raisin, in Michigan. Also to remove the port of entry to Port Lawrence. And, also, I presume, from a motion of Mr. Sibley, to open a road under the provisions of the Brownstown treaty, not from Sandusky to Fort Meigs, according to the terms of said treaty, but from Sandusky to Port Lawrence.

"Port Lawrence has no claims to notice by Congress, much less to be honored by the proposed sacrifices. The River Raisin has no claim, in any shape, superior to Fort Meigs; and in point of situation for a land office, or any other business is far inferior. It is within a little more than thirty miles of the land office at Detroit. Fort Meigs is not within one hundred miles of any office, except that at Detroit, and is seventy-five miles from that.

"Respecting Port Lawrence, there is not, nor has there been for years, nor is there likely to be, more than three English families, including all within three miles of the place; and whatever public business is done there, must be done by one man, who is already Indian Agent and Justice of the Peace for Michigan (Maj. B. F. Stickney). The distance proposed to be saved by altering the route of the mail, ought not to come in competition with the increased risk in crossing the Maumee River, which in that place is very wide and open to the unbroken surges of Lake Erie. The same objection will lie with increased weight against opening a military road to cross the river there. It might as well cross the mouth of the bay, or any other part of Lake Erie. If there was any business done at the place, or was likely to be, I should not so much object to the Customs Collector's office being removed there; but at present I should esteem it ridiculous to entertain the idea."

This letter of Doctor Conant's gives some idea of the feeling that existed among

Drawn by Henry Howe in 1846

PERRYSBURG FROM MAUMEE CITY

Perrysburg was laid out in 1816. At the time of this sketch (1846) it had three churches, Presbyterian, Methodist and Universalist, two printing offices, eight stores, and a mill of forty run of stone, driven by water power with an eighteen foot fall, from a race five miles long. Much boat building was done, including sail and steam boats.

the early towns. As the natural advantages of Port Lawrence and Vistula came to be better understood and more appreciated, Perrysburg, Maumee and Manhattan seemed to make common cause against the villages at the mouth of Swan Creek. Perrysburg and Maumee steamboat captains never saw Port Lawrence and Vistula in passing—unless certain of sufficient cargo to pay them for the recognition. While this rivalry was going on, the few inhabitants of Port Lawrence and Vistula learned that they had many interests in common. Both had contributed to the survey and construction of the highway known as the "Indiana Road;" both were interested in marking the channel of the Maumee River, etc. Progressive men of the two places saw they had more to gain by working together than by antagonizing each other. Consequently, in the summer of 1833, a movement in favor of consolidation was started. In the fall of 1833 (the writer has been unable to learn the exact date), a public meeting was held to consider the question of uniting the two towns.

SELECTING A NAME

The sentiment expressed at the meeting was decidedly in favor of the consolidation. It soon became apparent, however, that some of the Port Lawrenceites were not willing to accept the name "Vistula," and on the other hand, some of the Vistulaites were equally unwilling to accept the name "Port Lawrence." Under these circumstances it became necessary to choose a new name. But what should it be? Various stories have been told as to how the name "Toledo" was selected and several persons have been credited with the honor of being the first to propose it. A footnote on page 377 of Waggoner's "History of Toledo and Lucas County," says:

"Mr. Andrew Palmer states that at a conference held at the time of the consolidation of Port Lawrence and Vistula, the matter of the name for the united towns was discussed, when James Irvine Browne suggested Toledo and it was adopted. Many other names had been proposed."

That this story is likely to be incorrect is seen in the fact that Mr. Browne did not come to Toledo until in May, 1834, several months after the name had been chosen. Another claimant for the honor was Two Stickney, second son of B. F. Stickney, who was then studying geography and found the name on a map of Spain. The sound of the name pleased him and he urged his father to use his influence in having it adopted for the new town. In the "Toledo Blade" of December 12, 1903, was an article from the pen of S. S. Knabenshue concerning the consolidation of Port Lawrence and Vistula. He says: "A public meeting of the citizens of both places was held in 1833 and it was agreed to unite. The question of a name for the united towns was something of a poser, but it was solved by Willard J. Daniels, a merchant of Vistula, who had also just purchased several lots in Port Lawrence. He had been reading Spanish history and suggested the name Toledo, the ancient capital of Spain. His argument was that the word is easily pronounced, is pleasant in sound, and that there was no place of that name on the western continent. His argument prevailed and Toledo it has been since."

E. O. Fallis, the well known Toledo architect, states that in 1893 Horace Walbridge commissioned him to make plans for a new office building, which

would be sufficiently different in architectural style to attract attention. He studied the history of the ancient Toledo and designed a building of Spanish model. While thus engaged he claims to have made the discovery that the name of the Ohio city was proposed by Washington Irving. According to this story Irving had a brother who was interested in a land company here about the time the question of consolidating the two towns first came up. Washington Irving was then in Toledo, Spain, writing "The Alhambra." His brother wrote to him asking him to suggest a name in the event of consolidation and he suggested the name of the city where he was then temporarily located.

The preponderance of evidence, as the lawyer says, seems to be in favor of the Willard J. Daniels story. But whichever version is the correct one, there is no doubt that the name was inspired by that of the ancient Spanish city.

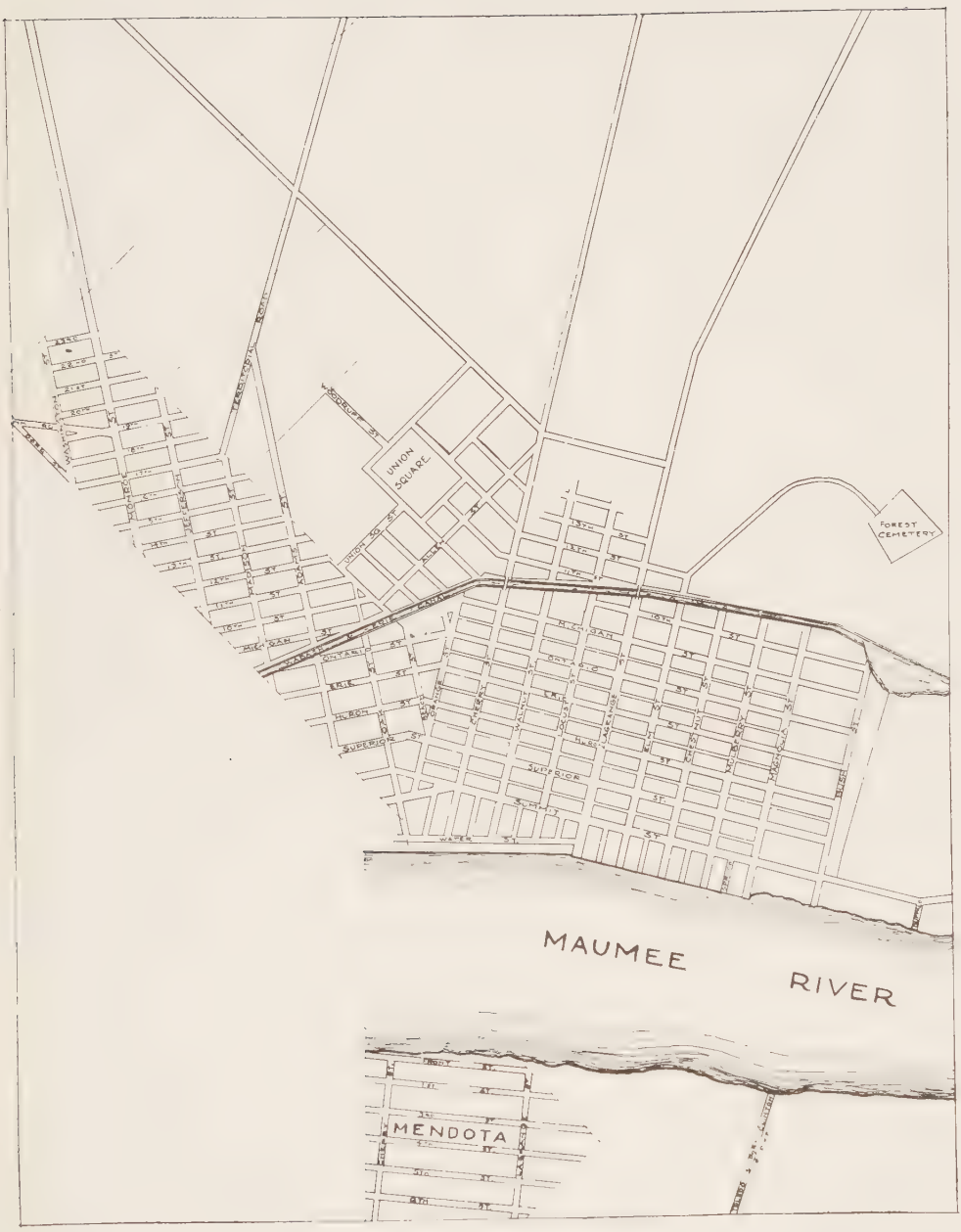
THE POST OFFICE

Shortly after the close of the War of 1812, a mail route was placed in operation between Lower Sandusky (Fremont) and Detroit. The mails were carried on horseback, at first weekly and later three times a week. In the fall of 1829 Cyrus Fisher opened a store and tavern near the point where Detroit Avenue crosses Ten-mile Creek. A few months later a post office was established there, under the name of Port Lawrence, with Mr. Fisher as postmaster. In the fall of 1832 the name of this office was changed to Tremainesville (see Washington Township) and a new office called Port Lawrence was established in the settlement of that name at the mouth of Swan Creek. Stephen B. Comstock was appointed postmaster.

About the same time a post office was established in Vistula, in the store kept by Theodore Bissell and Junius Flagg. Benjamin F. Stickney carried the mails between these offices and Tremainesville. When Port Lawrence and Vistula were consolidated in 1833, one of the post offices was discontinued and the other took the name of Toledo. Mr. Comstock served as postmaster until 1836, when he was succeeded by Emery D. Potter. For a further history of the Toledo post office see the chapter on Public Buildings.

TOLEDO IN 1834-35

Dr. Jacob Clark came to Toledo in the spring of 1834. Forty-three years later, while a member of the city council, he related to a friend some of his early experiences and his first impressions of Toledo. He was born at Plattsburgh, New York, June 8, 1804, studied medicine and began practice in his native state. His attention was called to the possibilities and advantages of the lower Maumee Valley by a newspaper article written by Samuel Allen, one of the founders of Vistula. Early in April, 1834, he left Canton, New York, for Toledo. Upon arriving at Cleveland and making inquiries about transportation, he was informed that no steamboats were running to Toledo, because there was not sufficient water in the Maumee River nor enough trade to justify the running of boats. He was also informed that Toledo was located in the midst of a great marsh, that its inhabitants were practically all Indians, frogs and muskrats and was advised either to remain in Cleveland, or go to Detroit, for which place he could get a boat the next day.



MAP OF TOLEDO, 1852

From a published map of that date, showing the Vistula Division and the platting between Vistula and Port Lawrence to connect the two.

At Detroit he met an attorney named Ward, who was going to Fort Wayne, Indiana, and took passage with him on the steamer "General Brady" for the Maumee. It was the doctor's intention to stop at Toledo long enough to enable him to pay a visit to a brother-in-law at Blissfield, Michigan, and he proposed to Mr. Ward to wait for him at Toledo for three days, until he could return from Blissfield, when they would go on to Fort Wayne together. Ward declined the offer, saying he was in a hurry to get to Fort Wayne, and Doctor Clark determined to stop at Toledo, at least long enough to ascertain if the stories he had heard at Cleveland were true. Upon landing he failed to discover the great marsh, the frogs and muskrats, though there were a few Indians about the store of Andrew Palmer, in the old warehouse at the foot of Monroe Street. There he inquired for a hotel and was directed to the only one in the place, located at the corner of Summit and Perry streets and kept by Capt. Ezra Dodd. Unable to get a bed at the hotel, he slept that night upon a pallet on the floor. The second night he was fortunate enough to secure a cot.

It was late in the day when the boat arrived at Toledo. The next morning the doctor started out early to inspect the town. He climbed the steep bank at the foot of Monroe Street, from which he obtained a good view of the river in both directions. From a resident he chanced to meet, he learned that Toledo consisted of the "Upper," "Middle" and "Lower" towns. The upper town extended from Jefferson Avenue to Swan Creek and back from the river to what is now Superior Street. Besides the hotel already mentioned, there was the old Government blockhouse; a frame house on Perry Street, occupied by Oliver Stevens; a small brick building about one hundred and fifty yards back from the river, in the edge of the woods, where lived a Frenchman named Bodette; the store of Andrew Palmer, and perhaps one or two other buildings.

Continuing his walk down the river, the doctor soon came to the middle town, which consisted of a single log house, some three hundred yards from Monroe Street. In this house lived a man named Whitten, who sailed some small craft on the river, and whose wife took in washing—the only laundry in Toledo at that time.

The lower town was more pretentious. There the visitor found the store of Bissell & Flagg, which was located on the corner of Summit and Lagrange streets. This firm also had a frame warehouse at the foot of Lagrange Street. Opposite the store was the residence of Elkanah Briggs. Samuel Allen also lived on Lagrange Street. Ira Smith occupied a frame house on the corner of Summit and Elm streets and was boarding several men who were engaged in building the steam sawmill for Edward Bissell near the foot of Elm Street. Cornelius G. Shaw also lived on Summit Street, between Locust and Lagrange.

Favorably impressed with the general appearance of the town and its surroundings, as well as with the people he met, Doctor Clark decided to become a resident of Toledo instead of going on to Fort Wayne. Before the close of that year a newspaper was started, a foundry was established and the manufacture of brick was commenced by Shaw & Babcock. During the year 1835 a number of people settled in Toledo. The growth continued during the next year and in the legislative session of 1836-37, the city was incorporated. The history of the city after it was incorporated is told in other chapters.

A FEW FIRST THINGS

There is scarcely a city in the country in which there are not several claimants to the distinction of having been the first child born within its limits. Frederick Prentice, son of Joseph Prentice, was born on December 6, 1822, in a small frame house on Perry Street, about half way between Summit and St. Clair streets, and he is believed to have been the first white child born in Toledo.

As previously stated, the proprietors of the Town of Port Lawrence, at a meeting on July 4, 1835, gave a lot to Mrs. Munson H. Daniels, because her marriage to Mr. Daniels was the first to be solemnized in Toledo. This marriage occurred on January 25, 1835. Sanford L. Collins and Miss Harriet Whitney were married in January, 1834, a year before the marriage of Mr. Daniels and Harriet Wright, and their marriage was probably the first to be contracted between Toledo parties. A daughter of Sanford and Harriet Whitney Collins, born in 1835, was still living in Toledo in March, 1922.

Waggoner's "History of Toledo and Lucas County" (p. 907), in a description of the burial ground connected with the West Toledo Methodist Episcopal Church, says: "The first interment in the old ground was that of the body of Mrs. Amelia Keeler, wife of Major Coleman I. Keeler. Her death occurred in the old log warehouse at the mouth of Swan Creek and Major Keeler went out in search of a burial place and selected this spot on the farm of Capt. Henry Phillips," etc. As Mrs. Keeler died in 1819, hers was doubtless the first death.

The first merchants were John Baldwin and Cyrus Fisher, who brought a stock of goods to Port Lawrence in 1823 and opened a store in the old log warehouse, built in 1817. Their goods were intended for both the white and the Indian trade.

The first physician, so far as can be learned, was Dr. J. V. D. Sutphen, who graduated in medicine in Vermont in 1824 and located at Port Lawrence the following year. He remained in Toledo until 1836, when he removed to St. Joseph County, Michigan, and from there to Brazil, Indiana, where he died in 1856.

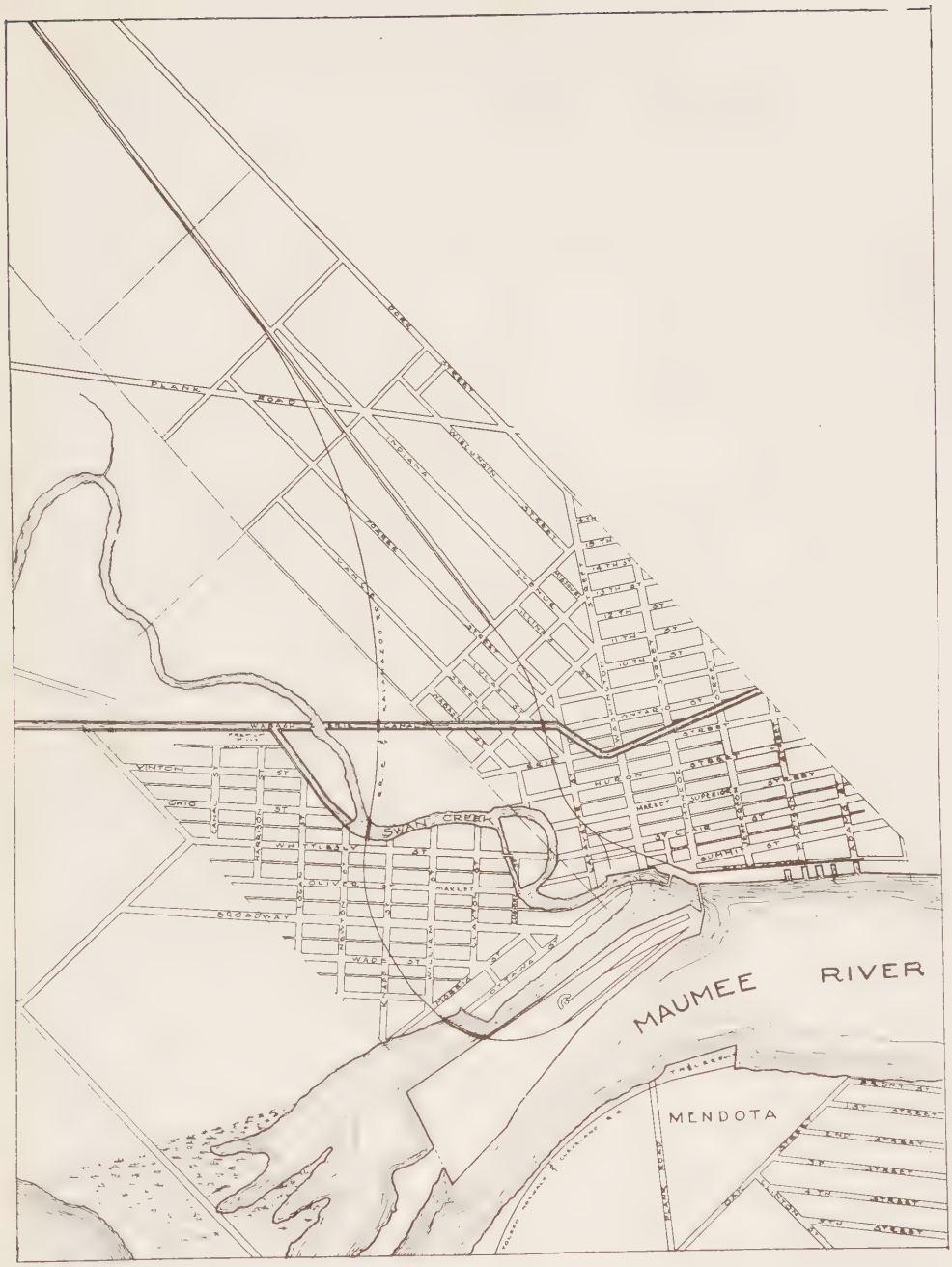
The first lawyer to locate in Toledo was Emery D. Potter, who came to the city in 1835. His office was over the store of W. J. Daniels & Company and was reached by an outside stairway. Occasional meetings of the Toledo Debating Society were held in his office. (See also the chapter on the Bench and Bar).

The first frame structure in the town was the old warehouse built by the original Port Lawrence Company in 1817 and first occupied by D. C. Henderson. The first frame residence was that of Joseph Prentice on Perry Street, above mentioned as the birthplace of his son Frederick Prentice.

The first brick house was that erected by Maj. Benjamin F. Stickney, on what is now Stickney Avenue. He was living in this house with his family in 1823.

The first school, of which there is any record, was taught by Miss Harriet Whitney—afterward Mrs. Sanford L. Collins—in 1830. It was taught in a little log cabin, where the Woodward Technical School was afterward built. Her pupils numbered fifteen, some of whom came from the east side, crossing the river in boats.

The first religious services on the site of Toledo were conducted by Rev.



PORT LAWRENCE DIVISION, TOLEDO, 1852

From a published map. This represents that portion of Toledo partly shown in the painting reproduced in this work by the late William H. Machen. It shows also the replatting of the portion east of Swan Creek from the original plat of that section of the city as shown in the Gower-Lovejoy map of 1837. The angling street between Indiana and Foarer upon which was laid the original line of The Erie & Kalamazoo Railroad Company is now Avondale Avenue. The plat of Mendota on the east side of the river, afterwards called Yondota, is also shown.

David Bacon, near the intersection of Elm and Erie streets, on May 14, 1802, for the benefit of the Indian inhabitants.

The first church edifice was erected by the Presbyterians at Cherry and Superior streets in 1838. This building was afterward sold to the Catholics and was used as a schoolhouse by the St. Francis de Sales parish. It was still standing at the beginning of the year 1922.

The first hotel, called "The Tavern," was opened by John Baldwin in 1828 in the old warehouse, though his father had previously furnished meals and lodging for travelers and sojourners in the same quarters. He soon had a competitor in the hotel kept by Ezra Dodd, on Perry Street. The Eagle Tavern was started by Ira Smith in 1834, and the next year Cornelius G. Shaw opened the Mansion House, near the corner of Cherry and Summit streets.

The first commercial schooner to ply the waters of the Maumee was the "Black Snake," owned and commanded by Capt. Jacob Wilkinson. It began business in 1815.

The first steamboat on the Great Lakes was the "Walk-in-the-Water," which touched at Toledo in 1818 on its first trip from Buffalo to Detroit.

The first sawmill, a small water power affair, was built in 1831 by Ezra Goodale and Oliver Stevens. It was located on Swan Creek, nearly three miles from the mouth. After it was completed the proprietors discovered that the water supply was not what they had anticipated and the mill could run only at intervals. For about three years it was the main source of the lumber supply, or until the completion of Edward Bissell's steam sawmill at the foot of Elm Street in the summer of 1834.

The first flour mill was built by Edward Bissell, adjoining his sawmill at the foot of Elm Street. It began operations in March, 1839, in charge of Josiah Chambers. After about a month Mr. Chambers gave up his position as miller and went back to cutting cordwood for the Maumee River steamboats. This wood he obtained from the timber near the intersection of Cherry and Bancroft streets, delivered it to the steamers at the foot of Monroe Street and received for it $1.50 per cord. He claimed that he could make more money in that way than by running the mill. Mr. Bissell then brought a miller from New York, but he soon tired of his job and returned to that state. Arrangements were then made with Mr. Chambers to run the mill on Wednesday and Saturday of each week. Mr. Bissell finally sold the mill to William H. Raymond. The engine was used some forty years later in the planing mill of John S. Eck & Company on Superior Street.

The first newspaper, the "Toledo Herald," was started by James Irvine Browne in August, 1834. It was the first newspaper to be published in the Maumee Valley below the Rapids.

The first brickyard was put in operation in 1834 by Peter H. Shaw and E. L. Babcock. Mr. Babcock died in August of that year and the business was continued by Mr. Shaw.

In June, 1834, Samuel McDowell started the first foundry in Toledo. It was "away out" on Lagrange Street, in the midst of the woods, near the site where the Lagrange Street Public School was afterward built, and many predicted a failure because he was so far from the river.

The first military company was the "Lucas Guards." It was organized in

1835, at the time of the boundary dispute with Michigan, and was commanded by Capt. Granville Jones.

The first ferry across the Maumee River at Toledo was that of Alva D. Wilkinson, who obtained a license to "operate a ferry opposite the Toledo House," at the April term of the Common Pleas Court in 1836. The rates, as fixed by the court, were as follows: For each footman, 12½ cents; for each horse and rider, 25 cents; for a one-horse wagon, 37½ cents; for a two-horse wagon, 50 cents, and for each additional horse, 12½ cents. The first steam ferryboat was placed in commission in the fall of 1852, as part of the equipment of the Toledo & Woodville Plank Road Company.

The first railroad train out of Toledo left for Adrian, Michigan, on October 3, 1836, over the Erie & Kalamazoo Railway.

The first bank in the vicinity of Toledo was the Bank of Manhattan, which was established under a charter granted by the Michigan Legislature on March 25, 1836.

The first bridge over any of the streams about Toledo was built about 1822 by Joseph Prentice over Swan Creek at the Superior Street crossing. It was carried away by ice and high water early in the year 1836. The first bridge over the Maumee was at Cherry Street and was opened to traffic in the fall of 1855.

PROMINENT PIONEERS

All history is but the record of the deeds of individuals. Some one has said: "Biography is the essence of history." Among those who were active in founding and furthering the interests of Toledo, prior to its incorporation as a city, there were a few who stand out in bolder relief than their associates, and who left the impress of their character and energy upon Toledo's career and institutions. It is therefore deemed proper that some account be given of these worthy pioneers, that the present and future generations may emulate their examples and profit by their mistakes.

It has been stated by some writers that Benjamin F. Stickney settled upon the site of Toledo as early as 1807, but this is not indisputably established. Scribner's "History of Toledo" (p. 58) says: "Major Stickney had been appointed as Indian agent by President Jefferson, and as such had long resided in the western country—first at Upper Sandusky and then at Fort Wayne."

In a letter published in the "Blade" of August 20, 1850, Major Stickney says: "I left Washington, D. C., March 8, 1812, under appointment as Indian agent at Fort Wayne, Indiana Territory. Going westward to Pittsburgh, I descended the Ohio to Cincinnati in arks, arriving there on April 1st, that place then being a 'good sized village,' . . . and reached Fort Wayne, April 11, 1812."

At the time of his appointment, the veterans of the Revolutionary war, as well as others, were clamoring to have the Indian lands in Northern Ohio opened to white settlement. Major Stickney presented a rather novel plan for getting possession of the Indian country. He criticized General Harrison, governor of the Indiana Territory, for relying so much on military force and so little on strategy, and suggested this plan for the removal of the natives: "When it is decided that a certain tribe or tribes must be removed—say from a territory 500 miles square—call them together, furnish them with plenty of good meat and bread, tobacco

and some whisky, hold them together for six weeks or so, when disease will probably ensue, resulting in the death of 20 per cent, with a continued decrease of 10 to 20 per cent per annum, while those remaining would be so enervated as not to be dangerous. In this mode all the lives of the troops would be saved and at least three-fourths of the cash, and the Indians well satisfied."

He admitted that "the question of morality" might be raised as an objection to his plan, but he thought it no worse than to kill off the Indians in battle. The Government, however, declined to adopt it.

Early land office records show that the following tracts were entered by Major Stickney in 1821: Eighty acres in Section 36, Township 9 south, Range 7 east; 80 acres in Section 30, Township 9 south, Range 8 east; and 149.85 acres in Section 31, same township and range. It was probably about this time that he settled here and built the brick house on what is now Stickney Avenue, bringing the bricks from Detroit. Soon after locating upon his land, the boundary question began to be discussed. Up to that time the Ohio jurisdiction had not been questioned. But Major Stickney had views of his own. He called his neighbors together, explained to them that the northern boundary line of Ohio was indefinite, and that it was to their interest to recognize the authority of Michigan Territory, no matter what the constitution of the State of Ohio had to say regarding the boundary. He also stated that he was well acquainted with Gen. Lewis Cass, then governor of Michigan, and that he would go to Detroit and get a commission as justice of the peace for that territory, if the people would sustain him. He argued that by being citizens of the Territory of Michigan they would be cherished and protected by the Federal Government, while as citizens of the State of Ohio they would be taxed to maintain the state government. His argument prevailed, a motion to recognize the jurisdiction of Michigan was carried, and the secession was complete.

Now mark the sequel. Stickney obtained his commission as justice of the peace, but before the boundary matter was adjusted the canal question became the absorbing theme with the people of the Maumee Valley. Where would the canal strike the river? Major Stickney now called another meeting of the "citizens of Swan Creek," and represented to them that a grievous error had been made in seceding from Ohio. If the canal was constructed to Swan Creek or some point a little farther down the river, it would mean hundreds, perhaps thousands, of dollars in their pockets; but they could not expect the State of Ohio to construct the canal to Swan Creek if the people there were citizens of Michigan, and they must therefore reverse their former decision and acknowledge allegiance to Ohio. Thereupon resolutions were adopted, to the effect that they were and of right ought to be a part and parcel of the State of Ohio; that Ohio was a great and glorious state; and that they would maintain their position, if necessary, at the point of the bayonet, etc.

Mrs. Stickney was a daughter of General Stark, one of the heroes of the Revolutionary war. She was an amiable and accomplished woman, but with all her accomplishments she could not prevent her husband from exhibiting all sorts of eccentricities. It seemed to be his ambition to be as different as possible from everybody else. In naming his children it was his notion that the eldest son should be named "One," the second "Two," and so on, while the daughters should be named after the states, Indiana, Florida, etc., though he deferred sufficiently to his wife's wishes to name the eldest daughter Mary. The peculiar names of his children,

"taken from neither sacred nor profane history," gave rise to numerous mirth provoking incidents. Early one morning a sloop dropped anchor in the Maumee in front of the Stickney residence. Soon afterward Mrs. Stickney came out on the porch and said: "Two, call One to breakfast." A sailor on board the sloop looked up and then remarked to a shipmate: "Say! this must be a hell of a country, if it takes two to call one to breakfast." But with all his oddities, Major Stickney was always ready to aid any movement for the general welfare and was a good citizen.

Coleman I. Keeler came to Toledo—or what afterward became Toledo—soon after the first Port Lawrence Company began operations. He did not take the trouble to investigate conditions beforehand, but brought his family with him from Onondaga County, New York. Dwelling houses there were none, and for a time he lived with his family in the company's warehouse near the mouth of Swan Creek. In the spring of 1818 he entered the northwest quarter of Section 26, Township 9, Range 7, just west of the present Collingwood Avenue and north of Delaware Street. This was the first entry of land in Washington Township. He commenced a log house, but before it was completed his money ran out and he was compelled to suspend building operations to earn money for the support of his family. The house was finally finished and the Keelers moved into their new home.

A year or two later he built a better log house, near the present intersection of Collingwood Avenue and Islington Street, and in 1827 he made brick and built a brick residence. This house was still standing in the spring of 1922. That Mr. Keeler had faith in the future of Toledo is seen in the fact that he purchased seven lots in Port Lawrence in 1833 and 1834. He also became the owner of other real estate, including a farm near Maumee. The first wheat ever exported from Toledo was raised on his farm in Washington Township (now in the City of Toledo) in 1827, when he shipped 300 bushels in the schooner "Eagle." He opened the first lumber yard in the city in March, 1835, and in April, 1836, he was a member of the first grand jury ever impaneled in Lucas County.

In September, 1822, Mr. Keeler had occasion to go to Sandusky and took with him his daughter Grace, then sixteen years of age. After transacting his business in Sandusky, he and his daughter took passage on the schooner "Eclipse," Captain Jones, bound for Detroit. The schooner stopped at Middle Bass Island, where the Keelers disembarked, intending to take a small boat for Port Lawrence. Capt. Martin Anderson and his son, who owned a small sail boat were engaged for that purpose. Before reaching their destination they were overtaken by a furious storm, which for a time threatened all their lives. They were fortunate enough to effect a landing on West Sister Island, then uninhabited, though the little boat was dashed to pieces against the rocks. Without food or shelter of any kind, they were soon reduced to the necessity of eating snails, and even snakes. At last, finding an ax that had been in the boat, they fashioned a canoe from the trunk of a basswood tree. In this rude craft Captain Anderson and his son (the canoe was not large enough to carry four persons) managed to reach Middle Bass Island. A sail boat was at once dispatched to the relief of Mr. Keeler and his daughter, who, after more than a week of their harrowing experience, were rescued and taken to their home on the Maumee. Grace Keeler afterward became the wife of William Hollister, one of the pioneer merchants of Perrysburg.

Mr. Keeler was twice married. His first wife died in 1819 leaving a number of children. Coleman I. Keeler, Jr., a son of this marriage, was a fifer in the

Toledo Guards, organized in 1838; and a daughter, Amelia E., was for some time a teacher in the Toledo public schools. George G. Keeler, a son of the second marriage, was born on June 14, 1835, in the brick house above mentioned, which was the second brick dwelling in Toledo. He was still living in the spring of 1922 and remembers hearing in his childhood the howl of the wolf and the scream of the panther in the woods not far from their home. His father died in 1863.

John T. Baldwin first came to the Maumee Valley soon after the War of 1812. His first inspection of the country was not satisfactory and a little later he made another visit. In February, 1823, with two ox sleds and a one-horse sleigh, he started from Palmyra, Ohio, for Port Lawrence, bringing his family and household goods, his son Marquis, then a lad of fourteen, driving two cows. At the Black River, in what is now Lorain County, the snow disappeared and they made the rest of the journey on the ice in Lake Erie, arriving at Port Lawrence on February 19, 1823. For ten years the family lived in the old log warehouse that had been erected by the Port Lawrence Company in 1817. In 1833 John Baldwin, a son of John T., bought lot No. 11, on the north side of Summit Street, and built a two-story brick building, the lower floor of which was used for a provision store and the upper floor for the family residence. In 1836 John erected another building on Superior Street near Washington. John and Marquis then formed a partnership, their father and another son, Tibbals Baldwin removing to a farm. John Baldwin died in 1837, John T. Baldwin, in 1838. Tibbals then returned to Palmyra and Marquis continued in business in Toledo until 1845, when he removed to a farm in Washington Township. In 1861 he returned to Toledo, where he passed the remainder of his life.

In 1814 Joseph Prentice removed from Brooklyn, New York, to Ashtabula County, Ohio. He was a carpenter by trade and when the Port Lawrence Company was organized in 1817, he was employed by William Oliver to build a warehouse at the mouth of Swan Creek. Mr. Prentice made the journey on sledges on the ice along the shore of Lake Erie. He built for himself a small frame house on Perry Street and lived there until about 1825, when he removed to the east (or south) side of the river and died there on May 6, 1845, aged sixty-four years.

Sanford L. Collins came to Toledo—or that part of it at first known as Vistula—in December, 1831, as manager of a store for Lewis Godard, of Detroit. He was born in Jefferson County, New York, April 4, 1805, and in July, 1831, in company with his brother, Morgan L. Collins, came to Detroit. The latter soon returned to New York and Sanford entered the employ of Mr. Godard, whom he had formerly known in Lockport, New York. In the early summer of 1832 Mr. Godard formed a partnership with Elkanah Briggs, of Kinderhook, New York, a man with large capital for that day, and the firm of Briggs & Godard erected a large frame building on the southeast corner of Lagrange and Summit streets. It was occupied in October, 1832, with a new stock of goods, the old store being then sold to John Baldwin.

About that time Mr. Collins and Stephen B. Comstock purchased what was known as the "Burgess tract," at Tremainesville, with a view to establishing a store at that point. Mr. Comstock soon afterward sold his interest to Lewis Godard, who joined with Mr. Collins in building a store, which was opened in the fall of 1833 under the name of S. L. Collins & Company. From 1834 to 1842 Mr. Collins was postmaster at Tremainesville, though in 1837 the store was sold

to Horace Thacher and Michael T. Whitney. When the first election for county officers was held in 1836, Mr. Collins was chosen treasurer, and he was the first township clerk of Washington Township. In January, 1834, he married Miss Harriet, daughter of Noah A. Whitney, and some of his descendants are still living in Toledo.

Andrew Palmer, who came to Toledo in 1833, was born in Binghamton, New York, March 28, 1808, and at the age of fourteen years was apprenticed to a printer there to learn the trade. Five years later, in connection with an elder brother, he established a newspaper at Rensselaerville, but soon afterward removed to Schenectady. Early in 1833 Andrew sold his interest to his brother and started for the Maumee Valley. The boat on which he took passage did not stop at the Maumee River and he went on to Detroit, where he landed about the middle of May. Learning that there would be no boat for the Maumee for two or three days, he decided to walk. Starting out early in the morning, he reached Monroe that night. About noon the next day he arrived at Port Lawrence, having walked the sixty-two miles in a day and a half.

After investigating the prospects, he purchased a one-sixteenth interest in the holdings of the Port Lawrence Company. Before leaving Schenectady he had formed a partnership with James Myers, of that city, and his next step was to open a stock of general merchandise in the company warehouse, at the same time engaging in the forwarding and commission business. In a little while the latter line of business grew to such proportions that the entire warehouse was needed for its accommodation, and Mr. Palmer erected another building on Summit Street, near Perry, for his general store. This business he sold in 1836, when he and his brother, Peter, built a large warehouse just below Monroe Street and engaged exclusively in the storage and commission business. The same year he built a residence on the corner of Superior and Jefferson streets and engaged in the real estate business.

In 1837, when the first city election was held in Toledo, Mr. Palmer was the Democratic candidate for mayor, but was defeated by John Berdan. During the political campaign of 1840 he was in charge of the editorial department of the "Toledo Blade," and in 1841 he was appointed postmaster. At the expiration of his term in 1845, he removed to Wisconsin, where he was an active and influential citizen until his death.

This list of pioneers might be extended indefinitely. The names Bissell, Comstock, Crane, Sibley, Phillips, Potter, Stephens, Whitney and others, figured as prominently in the early history of Toledo as some of those above mentioned. Sketches of many other early settlers will be found in the chapters relating to the commercial, professional and industrial interests, or in the histories of the several townships of the county.

CHAPTER XVIII

THE INCORPORATED CITY

THE FIRST CHARTER—ITS PRINCIPAL PROVISIONS—FIRST CITY ELECTION—EARLY COUNCIL PROCEEDINGS—FIRST FINANCIAL STATEMENT—RECEIPTS AND DISBURSEMENTS—EARLY HANDICAPS—UNDER THE ACT OF 1852—THE PAINE REVISION—CHARTER OF 1915—ITS LEADING FEATURES—LIST OF MAYORS—VICE MAYORS—PERSONAL MENTION—FIRE DEPARTMENT—POLICE DEPARTMENT—STREET IMPROVEMENT—SEWER SYSTEM—TOLEDO IN 1922.

In the preceding chapter has been treated the formative period of Toledo's history—from 1817 to 1835. After the consolidation of the villages of Port Lawrence and Vistula, greater harmony prevailed and the new Town of Toledo began to grow in population and wealth. Consequently, it was not long until a movement was started for the organization of a city government. When the General Assembly met in 1836, a petition was presented to that body asking for the incorporation of Toledo as a city. Early in the session a bill (House Bill No. 30) for that purpose was introduced by Mr. Hollister. After some debate and amendment, it passed both houses and was approved by Governor Vance on January 7, 1837.

THE FIRST CHARTER

This original act of incorporation, or charter, defined the boundaries of the city as follows:

"Section 1. Be it enacted by the General Assembly of the State of Ohio, that so much of the County of Lucas, bounded by a line beginning at the southwest corner of the northeast quarter of Section 34, in Township 9 south, of Range 7 east, thence drawn through the southeast corner of sections 27 and 23, same township and range, until it is intersected by a line drawn in a due northwest course from the southeast corner of the west half of the northeast quarter of Section 30, Township 9 south, of Range 8 east; thence by the northeast line of land now owned by Benjamin F. Stickney, on the east half of the southeast fractional quarter of Section 30, Township 9 south, of Range 8 east; thence by a line drawn in a southeast course to the center of the east channel of the Maumee River; thence up and along the center of said channel in a southwesterly direction to that point which would be intersected by a continuation across said river of the south line of the land known and described as tract No. 6, in the Twelve-mile square Reservation, at the foot of the Rapids of the Miami of Lake Erie; thence west to the southeast corner of the northwest quarter of Section 10, in Township 3 in said reservation; thence by a line drawn in a direct course to the place of beginning, shall be and hereby is declared to be a city, and the inhabitants thereof are created a body corporate and politic, by the name and style of the 'City of Toledo,' and by that name shall be capable of contracting and being contracted with, of suing and being sued, pleading and being impleaded, answering and being answered unto, in all courts and places, and in all matters whatsoever; with power of purchasing, receiving, holding,

occupying and conveying real and personal estate, and may use a corporate seal and change the same at pleasure."

The act provided for the division of the city into two wards, Cherry Street to be the dividing line. It also provided that city elections should be held annually on the first Monday in March, for mayor, three aldermen from each ward, treasurer and marshal, "who shall hold their respective offices for one year and until their successors are elected and qualified." Elections were to be held in accordance with the laws governing township elections. The trustees and clerk of Port Lawrence Township were authorized to determine the result of the first election under the charter, after which elections were to be conducted by the city council.

The mayor was given both executive and judicial powers. It was made his duty to enforce the ordinances passed by the council and act as head of the police of the city. As a judicial officer he was given "exclusive original jurisdiction of all cases for the violation of any ordinance of said city," and in criminal cases he was vested with the same powers as justices of the peace in the County of Lucas. He was also given the same jurisdiction and authority as justices of the peace in civil cases, and entitled to receive the same fees therefor.

No municipal authority could have reasonably asked for greater power than that conferred upon the city council, or board of aldermen. That body was authorized to appoint and remove at pleasure a clerk, street commissioner, attorney for the city, assessors, surveyors, "and such other officers as the needs of the city may require, prescribe their duties and fix their compensation;" make, publish, amend and repeal all ordinances, by-laws and police regulations, not contrary to the laws of Ohio, "for the good government and order of said city, the trade and commerce thereof, and as may be necessary to carry into effect the powers given to the said council by this act; and enforce observance to all rules, ordinances, by-laws and police regulations, made in pursuance of this act, by imposing penalties on any person violating the same, not exceeding fifty dollars for any offense, to be recovered, with costs, in an action of debt before the mayor, or by indictment for misdemeanor upon the complaint of the common council."

The council was also empowered to "grant to the mayor such compensation as shall be approved by the concurring vote of all the members;" to increase the number of wards and change ward boundaries; to prohibit the selling or giving away of any ardent spirits by storekeepers, traders, or grocers, to be drank upon the premises owned or occupied by the person selling or giving away the same, except by innkeepers duly licensed; to regulate or prohibit shows, circuses or theatrical performances; to restrain or prohibit gaming of all descriptions; to regulate the running at large of cattle, swine, sheep, goats, geese and dogs; to regulate the mooring of steamboats and other vessels and the keeping of fires thereon; to provide for the establishment of public markets, public wells, cisterns, pumps and waterworks; to suppress disorderly houses, shows and exhibitions; to lay out, open, grade and pave streets, and otherwise improve lanes, alleys, highways, market places, wharves and slips within the city limits; and to levy taxes upon property for the support of the city government, etc.

FIRST CITY ELECTION

In accordance with the provisions of the act of incorporation, a city election was held on March 6, 1837. The Democrats nominated Andrew Palmer and the

PART OF THE TOWN OF TOLEDO (OF THE PORT LAWRENCE SECTION) IN 1852

From an oil painting by the late William H. Machen, a local artist of note in the last generation. Reproduced by permission of the artist's nephew, F. A. Machen, who owns the copyright, obtained in 1912. The view is from the brow of the hill in rear of the site of St. Francis de Sales Church, corner of Cherry and Superior streets. The street in the middle ground, showing horses and wagon, is Jackson, formerly called Oak Street; that on the left is St. Clair, and the one on the right is Superior. The two paths lead from these streets toward the river bridge at Cherry Street. The churches, from left to right, are Trinity Episcopal, corner of St. Clair and Adams; First Congregational, on the site now occupied by the Temple Theatre, on St. Clair; and St. Paul's Methodist, on the corner of Madison and Superior, site now occupied by the Northern National Bank. The large square house on the extreme right is on the corner of Madison and Huron, opposite the Spitzer Building.

Whigs nominated John Berdan as their candidates for the office of mayor. Party lines were not closely drawn and Mr. Berdan was elected. At the same time J. Baron Davis was elected clerk; Calvin Comstock, marshal; Samuel R. Bradley, Stephen B. Comstock and George B. Way, councilmen for the Upper Ward; Junius Flagg, Elijah Porter and James S. Way, councilmen for the Lower Ward.

At the first meeting of the council, a few days after the election, George H. Rich was elected clerk; Daniel O. Morton, attorney; Ahira G. Hubbard, street commissioner; Charles McLean, fire engineer; Munson H. Daniels and Samuel Eddy, assessors. With the election of these officers and their induction into office, the municipal government of the City of Toledo was "in full swing." Mr. Berdan was again elected mayor in 1838. In 1839 he was succeeded by Hezekiah D. Mason, who served one year, when Myron H. Tilden was elected and served four consecutive terms. A complete list of the mayors is given later in this chapter.

COUNCIL PROCEEDINGS

To give the reader some idea of Toledo in 1837, as compared with 1922, the following abstract of the council proceedings for the first year of the city's corporate existence is here presented. The first ordinance of general importance was the one passed on April 24, 1837, providing for a tax levy on personal property. One section of the ordinance provided that any person failing to make correct return of the personal property owned by him should be taxed three times the regular rate. From this it may be inferred that the tax dodger was among the Toledo pioneers.

At the council meeting of May 29, 1837, a committee was appointed to "ascertain the expense of procuring two fire engines for the use of the city," and the committee on public health was directed to "examine the various pools of standing water in different sections of the city, and take measures for drying up or draining the same." In this connection it may be stated that boys used to skate and row small boats upon ponds where some of the city's most substantial business buildings are now located.

On July 17, 1837, two public hay scales were authorized. One for the Upper Ward (Port Lawrence) was to be located near the Toledo House, on the corner of Summit and Perry streets, and Roswell C. Cheney was appointed city weigher. The one for the Lower Ward (Vistula) was located near the Mansion House, on Summit Street near Locust, and Ezra B. Dodd, proprietor of the Mansion House, was appointed weigher. The fee for weighing hay was twenty-five cents per load. At the same meeting an ordinance regulating ferries was passed. It provided that any person operating a ferry across the Maumee River should first obtain a license from the city. The hours for ferrying were "from sunrise to sundown" and the rates fixed by the ordinance were as follows: For each person, 12½ cents; for man and horse, 25 cents; for one-horse vehicle, 37½ cents; for two-horse wagon, 50 cents; for each additional horse or ox, 6¼ cents; for each head of horned cattle, 6¼ cents; for each sheep or hog, 3 cents.

No money was appropriated by the council—probably because no funds were available for appropriation—until September 25, 1837, when William R. Hoyt's bill of $33.00 for a table and chairs for the use of the council was allowed and

ordered to be paid. At the same time the sum of $28.00 was appropriated to pay Sanford & Lott, of Cleveland, for record books and stationery. Evidently the report of the committee on fire engines, appointed May 29, 1837, was favorable, as on the 25th of September the firm of Hoisington & Manning was allowed $68.00 "for building Engine House No. 1." At this meeting the city was divided into three school districts. (See Chapter XX.)

These early "city fathers" seem to have been determined to protect the young men of the city from immoral influences, for on October 9, 1837, an ordinance was passed prohibiting, under heavy penalties, "ball (nine or ten pin) alleys, billiards, roulette, or any other table, instrument or device used or to be used for the purpose of gaming or gambling." About that time Richard Mott was allowed $25.00 for rent of rooms used by the council from May 1 to November 1, 1837, though the warrant was not drawn until the following February.

On January 29, 1838, the council divided the city into three wards. The First Ward included all that portion of the city lying east of Locust Street; the Second Ward, that portion between Locust and Madison streets; and the Third Ward, all that part south and west of Madison. Preparatory to the city election to be held on March 5th, judges of election were appointed in the several wards on February 15, 1838, as follows: First Ward, Ezra B. Dodd, Luke Draper and Leander Hill; Second Ward, Elisha Fassett, Joseph B. Gardner and Emery D. Potter; Third Ward, Austin A. Hill, Oliver Stevens and James M. Whitney.

The first statement of receipts and expenditures was made on February 24, 1838, and covered a period of ten and one-half months. Compared with Toledo's annual balance sheet for 1921, when the city's receipts and disbursements ran into millions of dollars, this first financial statement was a modest affair. Omitting the dates when the money was paid into the treasury, or when warrants were drawn for appropriations, the statement is as follows:

RECEIPTS

Cash received from city collector	$1,864.93
Cash paid mayor by exhibitors for licenses	25.00
Total	$1,889.93

DISBURSEMENTS

William R. Hoyt, for furniture	$ 33.00
Sanford & Lott, books and stationery	28.00
Hoisington & Manning, Engine House No. 1	68.00
Hoisington & Manning, Engine House No. 2	13.00
Richard Mott, for rent	25.00
Calvin Comstock, services as collector	93.00
J. Baron Davis, treasurer's fees	37.80
George H. Rich, services as clerk	100.00
Daniel O. Morton, city attorney	40.00
Calvin Comstock, services as marshal	40.00
Deputy Marshal (name not given)	20.00
Total	$ 497.80

This left a balance of $1,392.13, or nearly three-fourths of the entire income. No mention is made of any salary or fees allowed to the mayor, although the council was given power by the charter to fix his compensation. Perhaps the "honor" of being the first mayor of the city was sufficient for Mr. Berdan and he did not ask for compensation. Had subsequent city councils been able to maintain this record, the question of the city debt would never have come up to bother the taxpayers.

EARLY HANDICAPS

Immediately after the consolidation of Port Lawrence and Vistula, there was a rush of land speculators and settlers to the Maumee Valley. The "boomers" laid out towns at almost every promising spot along the river. It was predicted that Toledo would, in the course of a few years, be one solid city from the foot of the Rapids to Lake Erie. Yet the country around Toledo was at that time sparsely settled and had but little to contribute toward the building up of the "Future Great." Consequently, the city was forced to subsist mainly upon the high expectations born of the rosy-hued representations of the speculators.

Toledo was incorporated just in time to feel the depression caused by the financial panic of 1837. Before the business of the country had time to recuperate from the effects of the panic came the great drought of 1838, which is described elsewhere. Then the drought was followed by an epidemic of malaria fever. Rival cities seemed to derive pleasure from circulating reports that Toledo was "not a fit place for a white person to live." The country along the Maumee was designated the "Death Valley" by these rivals. Most of the early buildings of note were erected by the land speculators, in the hope that they would be able to unload them at a profit upon some unsuspecting settler. These speculators, to protect their investments, did all they could to stem the tide of adverse public opinion, but the evil reports naturally had a tendency to retard the growth of the infant city. Writing some years later, of early conditions in Toledo, Jessup W. Scott said:

"In 1835 commenced that memorable speculation in wild lands and wild cities, which culminated in 1836. The whole Maumee Valley was filled with eastern fortune hunters. Congress and State lands were raced for entry and the shores of the river from Fort Wayne to the Maumee Bay were alive with city builders. From the foot of the Rapids to the bay, land was all considered necessary for three-story brick blocks, and, after the canal was located on the north side, all the shore from Waterville to Manhattan was held as city property. Jackson's specie circular soon brought the airy fabric to ruin, which was completed by the failure of the United States Bank of Pennsylvania in 1839.

"Under the auspices of Bissell and his associates, Toledo had been pushed forward to be a considerable place—numbering at one time probably over 1,500 inhabitants. . . . When money ceased to flow west for investment, and men, from devoting themselves to speculation, turned their attention to earning their daily bread, Toledo was a young city in the wilderness, with high expectations, but with nothing, or next to nothing to live upon. The great body of lands which surrounded it had been entered for speculation; so that, up to the time of the canal being completed to Toledo in 1843, there were not over two hundred families out of the city which resorted to it as their principal place of trade. These families,

too, were but little advanced in farming operations and many of them too deeply in debt to have much means to buy even necessaries.

"In 1844 Toledo was little more than the dead carcass of speculation. Its previous existence had been abnormal, but its condition was worse than negative.. It had acquired a wide-spread and almost universally believed character for insalubrity. It would, in its first settlement, have been noted, to some extent, for the severity of its malarial fevers, if it had been settled by industrious and moral people, having the means to provide comfortable habitations and healthy food. A large portion of its first inhabitants, though intelligent enough, were not possessed of the means or habits to preserve health in a new and rich soil. Much sickness and distress, therefore were suffered."

However, the panic and the fever epidemic proved to be blessings in disguise. The former bankrupted some of the speculators and discouraged others. Their places in the community were taken by a class of sturdy, industrious citizens, whose greatest interest lay in the permanent prosperity of the city. These, profiting by the experience of the first comers, set to work to improve sanitary conditions by draining the marshes, etc. The result was the steady and substantial growth of the city until 1870, when the United States census showed Toledo to be the third city of the state—a position it still held in 1920.

UNDER THE ACT OF 1852

Between 1837 and 1852 several changes were made in the original charter of Toledo. The Legislature of 1852 passed a general measure entitled "An Act to Provide for the Organization of Cities and Incorporated Villages." By this act municipal corporations were divided into cities of the first class, cities of the second class, and incorporated villages. Cities having not fewer than 5,000 and not more than 20,000 inhabitants were designated as cities of the second class. In this class Toledo was placed. No changes were made in the number of wards, but the date of the city elections was changed from the first Monday in March to the first Monday in April. The elective officers were mayor, treasurer, marshal and city solicitor, to be elected from the city at large, and two trustees, or councilmen, to be elected from each ward. It was further provided that after the first election under the act, the two councilmen from each ward should decide by lot which should serve one year and which two years, after which one should be elected annually and serve two years.

All other elective officers were to be chosen annually, but in 1853 an amendment to the act was passed, by which, among other changes, the term of mayor in cities of the second class was made two years instead of one. The act of 1852 defined the duties of the several officers and also of the council. That body was authorized to elect a clerk and a president, who should preside in the absence of the mayor; it was given general control of the public funds and the power to levy taxes, with the restrictions that the tax for general purposes should not exceed three mills on the dollar; that for the police department, not more than one mill, and for a fire department, not more than one mill. The council was also given power to organize fire companies, the members of which should be exempt from military duty in time of peace, and to keep open and in repair all streets, alleys, bridges, public squares, etc., and to see that they were kept free from nuisances.

TOLEDO IN 1846

The building on the extreme left with the portico is the Indiana House, the leading hostelry of the time.

THE PAINE REVISION

With the enactment of what is known as the "Paine Revision of the Municipal Code," Toledo, in common with other Ohio cities of its class, passed under its provisions. By this code the management of all municipal affairs was vested in a board of control, at the head of which was the mayor, a director of public service and a director of public safety, both to be appointed by the mayor. It was made the duty of the director of public service to exercise supervision over the departments of engineering, streets, waterworks, bridges, harbors, cemeteries, the workhouse and public markets. The director of public safety was given supervision over the police and fire departments. The mayor was ex-officio president of the board of health, which was composed of five members. The other city officers were: clerk, solicitor, auditor, treasurer, building inspector, smoke inspector, sealer of weights and measures, police judge and clerk of the police court. The common council was composed of three members elected from the city at large and one member from each of the thirteen wards. Among the mayor's appointments were four members of the sinking fund department. This system of municipal government continued in force until the adoption of the

CHARTER OF 1915

At the election on November 4, 1913, thirteen members of a commission to prepare a new charter for the city were elected. These commissioners were as follows: Dr. W. A. Dickey, Frank H. Foster, Thomas L. Gifford, William B. Guitteau, J. K. Hamilton, George D. Hartman, Daniel H. James, John M. Killits, Isaac Kinsey, Dr. James C. Price, S. O. Richardson, Jr., John Ulmer and Brand Whitlock. Soon after the election the commissioners organized by electing J. K. Hamilton, president; Thomas L. Gifford, vice president; and Everett J. Snyder was employed as secretary. Mr. Whitlock attended only a few meetings, when he was appointed minister to Belgium and his connection with the charter commission ceased. The other twelve members then elected Judge L. W. Morris to fill the vacancy, but subsequently it was ruled that there was no provision for filling vacancies and the commission completed its work with only twelve members. Nearly nine months were spent in the work of framing the new charter. The commission, in its report to the voters of Toledo, dated August 13, 1914, says:

"In its preparation we have sought suggestions and information from many sources; we have invited public discussion from the citizens and the press. Our meetings have always been open. We have consulted the experience of our own and other cities. We have had before us, not only Toledo people, but also gentlemen from abroad who have made special study of the problems of Municipal Government. We have carefully examined the charters of other cities and the Municipal Code of Ohio, and have given to every portion of the proposed charter careful study and thoughtful consideration. We have not hurried its preparation, but have given to our task much care and time in the endeavor to write a charter which will give us an efficient and economical local government beyond anything so far elsewhere formulated. It gives to the people absolute Home Rule, so far as the Constitution of the State of Ohio will permit."

The charter was submitted to the voters of the city at the election held on

November 3, 1914, and was adopted by a vote of 21,028 to 16,466. That portion of the charter relating to the nomination and election of officers went into effect on January 1, 1915, and all the provisions of the charter became effective on January 1, 1916. In the meantime, the council then in existence was authorized to "pass any ordinance, to be operative after January 1, 1916, designed to carry out the provisions of this charter. The following are the principal provisions of the new charter:

General Powers—To use a corporate seal; to sue and be sued; to acquire, sell, lease, hold and manage property; to purchase, lease, appropriate, own, conduct and control public utilities, and to regulate public utilities under private ownership; to assess, levy and collect taxes upon all property for general and specific purposes, including taxes for public playgrounds, etc.; to borrow money on the faith and credit of the city by the issue of bonds or notes; to appropriate the money of the city for all lawful purposes; to create, construct, regulate and maintain public works, buildings and improvements; to supervise, regulate or suppress, in the interest of public morals, public recreations, amusements, entertainments, etc.; to pass such ordinances as may be expedient for the promotion and maintenance of good government and the welfare of the city; to regulate and control the use of the streets and other public places; to create or abolish offices and fix the compensation of all officers and employes; to make and enforce police, sanitary and other regulations.

Officers and Elections—As originally adopted the charter provided for what is known as "the short ballot" in municipal elections, the voter expressing his or her choice for only three officers—mayor, vice mayor and councilman of the ward. All other officers were to be appointed by the mayor, with the consent of the council. Candidates were to be nominated by a nonpartisan primary on the Tuesday after the first Monday in September in the odd-numbered years. In this primary the charter gave the voters the privilege of expressing themselves for first and second choice, the object being to insure majority rule. Section 17 provided: "At primary elections, any candidate for nomination for any office, receiving a majority in number of first-choice votes for such nomination, shall be placed upon the ballot at the next regular municipal election, without consideration of his second-choice votes. In case of candidates who do not receive a majority of first-choice votes for such nomination, the second-choice votes received by each candidate respectively shall be added to his first-choice votes, and the candidates receiving the largest number of first and second-choice votes combined, shall be declared nominated," etc. The same method applied to elections.

The first city election under the new charter was held on November 2, 1915. The names of four candidates for mayor appeared on the ballot. In counting the vote it was ascertained that none of them had obtained a majority of the first-choice votes and the election was decided by adding the second-choice votes, as authorized by the charter. The result was as follows:

Candidate	First Choice	Second Choice	Total
George A. Murphey	14,257	2,276	16,533
Charles M. Milroy	12,980	4,030	17,010
Carl H. Keller	11,683	4,068	15,751
William Patterson	435	71	506

Although Mr. Murphey had received more first-choice votes than either of the other candidates, he failed to receive a majority. By adding the second-choice votes it was found that Mr. Milroy had received the largest number of votes and was declared elected. The result of this election was that considerable dissatisfaction was aroused and the charter was amended so that the first and second choice feature of the charter was abolished.

Mayor and Vice Mayor—Any elector who has resided in the city for three years shall be eligible for the office of mayor or vice mayor. These officers are elected for a term of two years, to begin on the 1st of January following the election. The mayor is the chief executive officer. The charter fixes his salary at $6,000 per annum, and provides that he shall not hold any other public office, except that of notary public or as a member of the state militia, during his term of office. His duties are to act as chief conservator of peace within the city; to see that all ordinances are enforced; to keep the council advised of the financial condition of the city; prepare, on or before the 15th day of November in each year, an estimate of the expense of conducting the city's affairs for the following year, and perform such other duties as required by the charter or the laws of the state. His powers in the matter of appointment and removal of officers is broad, the object being to center the responsibility of the city government in his office. The vice mayor acts as president of the council and in the absence or disability of the mayor assumes the duties of that office.

Wards and Council—Section 27 of the charter provides: "Before June 1, 1915, the present council shall divide the city into sixteen wards, not less than three of which shall be on the east side of the Maumee River. After each recurring Federal census, and within three months after the proclamation by the secretary of state of the population of the cities of Ohio, the council shall re-divide the city into wards upon the basis of not less than ten thousand nor more than fifteen thousand persons in each ward," etc.

Each ward is entitled to one member of the council, elected for a term of two years. In this council is vested the legislative powers of the city, except that reserved to the people by the charter. The first meeting of each council is required to be held on the evening of the first Monday in January following the election of the members thereof. Subsequent meetings may be held as prescribed by ordinance or resolution, though the mayor, vice mayor or any five members may call a special meeting upon at least twelve hours' notice for the consideration of special matters relating to the welfare of the city. Among the powers and duties of the council are: The passage of ordinances appropriating money; to provide for the care, supervision and improvement of streets, sidewalks, bridges, etc.; and to fix by ordinance the salary or compensation of all officers and employes of the city. All ordinances are required to be submitted to the mayor, who is clothed with the power of veto. If he fails to approve or veto an ordinance within ten days it becomes effective as though he had signed it.

Departments—The administrative departments provided for by the charter are: 1. Department of Law. 2. Department of Finance. 3. Department of Public Service. 4. Department of Public Safety. 5. Department of Public Welfare. 6. Department of Public Utilities. Each of these departments is in charge of a director appointed by the mayor. With the exception of the first, the work of each department is distributed to various divisions. The department of finance consists

of the divisions of accounts, treasury, purchases and supplies and assessments and licenses. The department of public service consists of the divisions of engineering and construction, streets, harbor and bridges, markets and public buildings. In the department of public safety are the divisions of fire, police, inspection and weights and measures. The department of public welfare includes six divisions, viz., health, cemeteries, playgrounds, charities and corrections, labor, parks and boulevards. The divisions in the department of public utilities have to do with water, light and heat, transportation and communication. Each division is under a commissioner or chief, appointed by the director of the department and who shall, with the approval of the director, appoint all employes in the division. The names of the several departments and divisions indicate their functions.

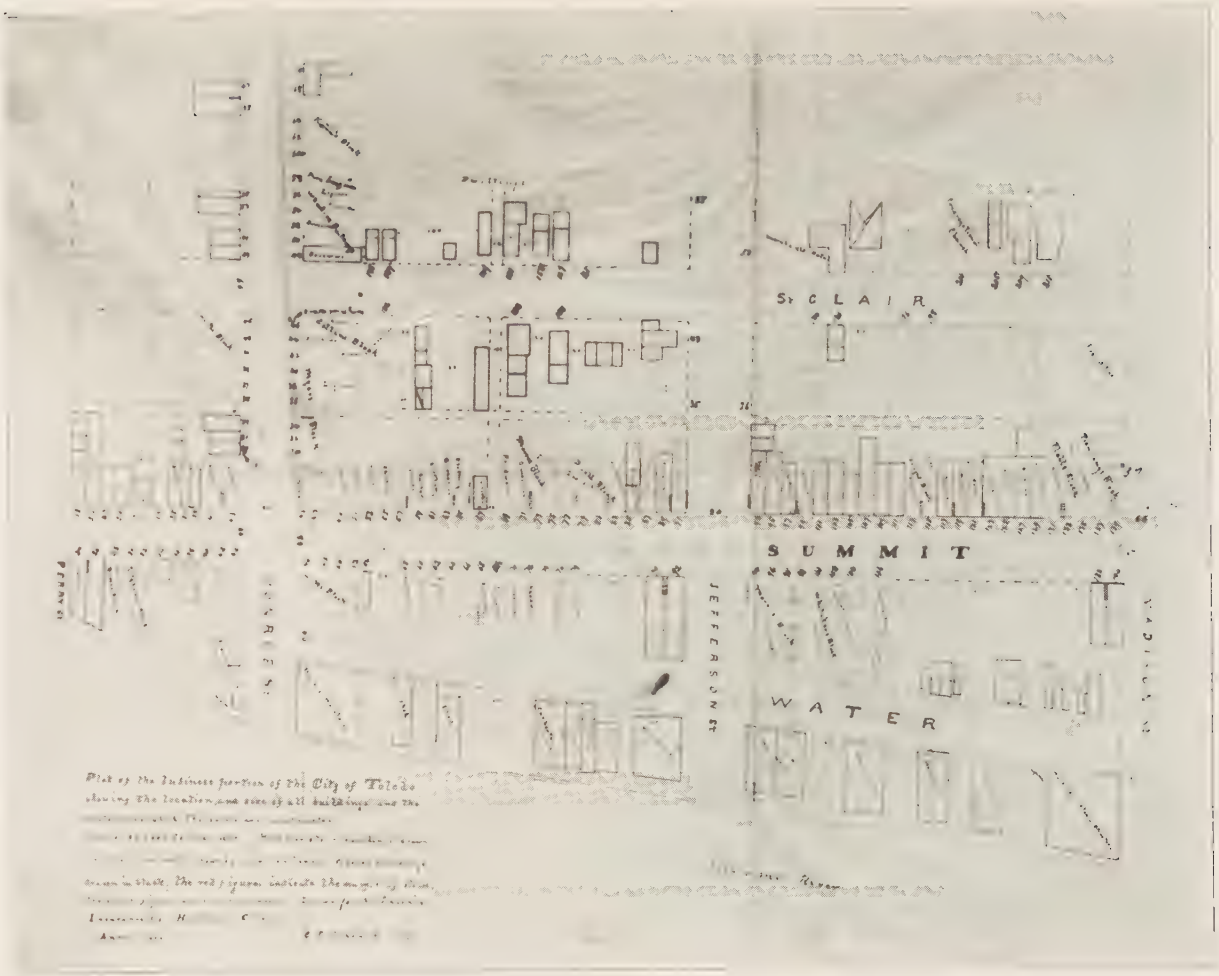
Initiative and Referendum—Any proposed ordinance may be submitted to the council upon a petition signed by qualified electors equal in number to twenty per cent of the first-choice votes cast for mayor at the preceding election. Such petition shall be filed with the clerk, who shall certify it to the council, with the proposed ordinance, at the next meeting. If the council fails to act upon the ordinance within thirty days it may be submitted to a vote of the people; or if the council should pass the ordinance with amendments changing its general tenor, the said ordinance in its original form shall be submitted to the voters of the city. If it receives a majority of the votes it becomes effective in the same manner as though passed by the council.

Certain measures are required to be submitted to a referendum vote of the electors, such as resolutions for a public improvement to cost $500,000 or more, or for the granting of a general public utility franchise. Every ordinance passed by the council shall be subject to a referendum at any time within thirty days, provided a petition signed by electors equal in number to fifteen per cent of the first choice votes cast for mayor at the preceding election be filed with the clerk, requesting such referendum vote on the ordinance. Amendments to the charter may be proposed by initiative petition, the same as ordinances, and all amendments proposed by the council shall be submitted to the voters before they become effective.

Recall—Section 87 of the charter reads: "Any elective officer provided for in this charter shall be subject to recall by petition to be filed with the clerk of the council. In case of an officer elected from the city at large, the petition requesting a recall election shall be signed by electors equal in number to twenty-five per cent of the first-choice votes cast for mayor at the preceding election. If the recall petition is circulated against an officer elected from a ward, it shall be signed by electors equal in number to twenty-five per cent of those who voted in the ward at the last regular city election. But no recall petition shall be circulated against said officer until he shall have held his office for at least six months."

When a recall petition complying with all the provisions of the charter is filed with the clerk, his first duty is to notify the officer against whom it is filed. If the officer resigns, the vacancy shall be filled according to the method prescribed by the charter and there the matter ends. If he refuse to resign, an election shall be ordered, at which the officer's name shall be placed on the ballot, with not more than two others, and if he receives a majority of the votes he shall not again be subject to recall petition during the term for which he was at first elected.

Miscellaneous—The charter provides for a commission of publicity and efficiency, which shall publish weekly the "Toledo City Journal," containing the city's



PLAT OF THE BUSINESS PORTION OF THE CITY OF TOLEDO, APRIL, 1860

legal advertisements; notices and reports of the civil service commission; proceedings of the council, etc. The mayor is authorized to appoint a civil service commission of three members, which commission shall adopt and enforce a code of rules for the classification of all positions except elective offices and positions filled by appointment by the mayor and heads of departments. Municipal ownership is provided for without qualification, and eight hours shall constitute a day's work, except in cases of extraordinary emergency. The 235 sections of the charter cover every phase of municipal government.

LIST OF MAYORS

Following is a list of all who have held the office of mayor, from the incorporation of the city in 1837 down to 1922, with the year in which each was elected or entered upon the duties of the office: John Berdan, 1837; Hezekiah D. Mason, 1839; Myron H. Tilden, 1840 (resigned soon after his fourth election in 1843, to accept the office of president judge of the Court of Common Pleas, and James Myers was elected to the vacancy); George B. Way, 1844; Richard Mott, 1845; Emery D. Potter, 1847; Daniel O. Morton, 1849; Caleb F. Abbott, 1850; Charles M. Dorr, 1851; Daniel McBain, Egbert B. Brown, Ira L. Clark and Mayor Brigham, 1852 (the several changes in this term were caused by resignations); Charles M. Dorr, 1853; Alexander B. Brownlee, 1857; Alexander H. Newcomb, 1860; John J. Manor, 1861; Charles M. Dorr, 1863; Charles A. King, 1867; William Kraus, 1869; William W. Jones, 1871; Guido Marx, 1875; William W. Jones, 1877; Jacob Romeis, 1879; Samuel F. Forbes, 1885; J. Kent Hamilton, 1887; Vincent J. Emmick, 1891; Guy G. Major, 1893; Samuel M. Jones, 1897; Robert H. Finch, 1904 (for the unexpired term caused by the death of Mayor Jones); Brand Whitlock, 1905; Carl Keller, 1913; Charles Milroy, 1915; Cornell Schreiber, 1917; Bernard F. Brough, 1921.

Vice Mayors—The office of vice mayor was created by the charter of 1915. Those who have held the office, with the year in which each was elected, have been as follows: Philip Hassenzahl, 1915; Claude C. Kilbury, 1917 (reëlected, in 1919 and resigned in September, 1921, when Edward Cullen was appointed to the vacancy); Edward Cullen, 1921.

Several of Toledo's mayors were lawyers and further mention of them will be found in the chapter on the Bench and Bar. Dr. William W. Jones was a prominent physician and a sketch of his life is given in the chapter on the Medical Profession. There were a few, however, who belonged to neither of these professions, and who are deserving of more than passing notice.

John Berdan, the first mayor of the city, was born in New York City, December 16, 1798, and there grew to manhood. He married Miss Pamela Freese and soon after their marriage came to Ohio and located at Brunswick, Medina County. There he engaged in business as a merchant and for several years held the office of justice of the peace. In September, 1835, he removed with his family to Toledo, where he formed a partnership with B. H. Peckham, under the firm name of B. H. Peckham & Company, in the forwarding and commission business. Their warehouse was located at the foot of Lagrange Street. Nearly all the steamboats on the Maumee stopped at their dock and they were regarded as the leaders in their line at Toledo. When the city was incorporated in 1837, Mr. Berdan was elected mayor. He was

reëlected in 1838 and soon after the close of his second term he was elected by the Legislature to the office of associate justice of the Court of Common Pleas for Lucas County, which office he held until his death on October 11, 1841. His son, Peter F. Berdan, afterward became a prominent figure in the wholesale trade of Toledo, and a daughter, Rachel, became the wife of Valentine H. Ketcham.

Richard Mott was born on a farm in Westchester County, New York, July 21, 1804. His parents were Quakers and he was educated in a Quaker boarding school. In 1815 the family removed to New York City, where Richard began his business career as clerk in a store. At the age of twenty he became clerk in a bank, where he remained for about twelve years. While in this position he married Miss Elizabeth Smith and in March, 1835, he arrived in Toledo. He engaged in the forwarding commission business, in which he continued until 1860, at the same time dealing extensively in real estate. In 1845 he was elected mayor and was reëlected in 1846. He was one of the promoters of the Erie & Kalamazoo Railroad and as a director of the company was active in averting the disaster which threatened that road during the early years of its existence. He took an active part in political affairs; was influential in the "Free Soil" movement in 1848; was elected to Congress in 1854 as an opponent of the Kansas-Nebraska Bill; was reëlected in 1856, but declined a third term in 1858. During the latter years of his life he was intimately associated with the Toledo Savings Bank. He died at his home in Toledo on January 22, 1888.

Alexander Bruce Brownlee was born in Falkirk, Scotland, in the year 1806. At the age of twenty-six years he came to America and located at Maumee City, where he engaged in the grocery and provision trade as a member of the firm of Pratt & Brownlee. In 1847 the firm of Brownlee, Pendleton & Company was organized at Toledo and began business in the canal elevator at the foot of Madison Street. After a few years Mr. Brownlee retired and in 1857 was elected mayor of Toledo. He was again elected in 1859, but resigned before the expiration of his second term to accept the position of secretary of the Fire and Marine Insurance Company, which position he held until his death on March 17, 1872.

Alexander H. Newcomb, who became mayor upon the resignation of Mr. Brownlee, was born at Waterloo, New York, August 6, 1824. When he was about a year old his parents removed to Rochester, New York, thence to Buffalo and next to Detroit. In the fall of 1835 they came to Toledo, where the future mayor began his business career as a carrier for the "Toledo Blade." From twelve to eighteen years of age he was employed in various stores. He then began an apprenticeship at the painter's trade and after mastering it opened a shop on the corner of Adams and Summit streets. He was a member of old Fire Company No. 1, and assisted in organizing the first hook and ladder company in the city. In 1844 he joined the Toledo Guards and remained a member of the company until 1861. As a member of the gun squad, he lost his left arm while firing a salute at a Democratic meeting in 1856. In 1860 he became mayor and in his official capacity incurred the displeasure of the so-called "liberal element," which resulted in his being defeated for reëlection in 1861. He afterward served as deputy collector of internal revenue.

Jacob Romeis was a native of Bavaria, Germany, having been born in Weisenbach, December 1, 1835. When about eleven years old he accompanied his parents to America. They located in Buffalo, New York, where Jacob attended the

THE FAMILY OF RICHARD MOTT

From a daguerreotype taken in 1855. Mr. Mott was born July 21, 1804; in 1845-46 was Mayor of Toledo; elected to congress in 1854 as anti-slavery democrat; reëlected in 1856; died January 22, 1888. Mr. Mott was a Quaker and brother-in-law of Lucretia Mott. Toledo never had a citizen whose influence for the public good was more distinguished. Mr. Mott's daughters never married.

common schools for one year and later a German Protestant school. At the age of fourteen he obtained a position as cabin boy on the "Oregon," running between Buffalo and Detroit. While thus engaged he obtained his first view of Toledo in 1849. From 1850 to 1856 he was employed on various passenger steamers. In 1856 he obtained a place as train baggageman on the Toledo, Wabash & Western Railroad. He then became a resident of Toledo. During the next fifteen years he held the positions of freight and passenger conductor, but in 1871 a spell of sickness made it necessary for him to leave the road temporarily. Upon regaining his health he was made general baggage agent and later depot master of Toledo.

Mr. Romeis' political career began in 1874, when he was elected to represent the Seventh Ward on the board of aldermen. Two years later he was reëlected and in 1877 became president of the board. In 1879 he was elected mayor and was twice reëlected, serving six years in all. In 1884 and 1886 he was elected to Congress, after which he was connected in an official capacity with the Toledo Natural Gas Company for several years.

Samuel Milton Jones, frequently referred to as "Golden Rule" Jones, was born in Wales on August 3, 1846. When about three years of age he came to America with his parents, who settled in Lewis County, New York, where Samuel obtained most of his schooling. At the age of eighteen he went to Titusville, Pennsylvania, having heard of the high wages and opportunities for making money in the oil fields. He found employment and studied the methods of oil production, finally becoming a producer himself in 1870. In 1886 he began operating in the Ohio oil fields, with headquarters at Lima. Later he was interested in the oil fields of Indiana and to some extent in Pennsylvania and West Virginia. In 1893 he invented an improvement in appliances for producing oil, but, as frequently happens in the case of inventors, he failed to interest manufacturers in the production of his sucker rod, which was the principal feature. In 1894 he located at Toledo and organized the Acme Sucker Rod Company, of which he was the controlling spirit. Three years later he purchased some vacant ground adjoining his factory, equipped it with everything necessary for a playground, and named it Golden Rule Park. The same year he was elected mayor as an independent candidate. He was elected again in 1899, 1901 and 1903, each time as an independent. His death occurred on July 12, 1904, before the expiration of his fourth term. His widow was still living in Toledo in the spring of 1922.

FIRE DEPARTMENT

The first movement toward providing fire protection for the City of Toledo was made on May 29, 1837, when the council appointed a committee to ascertain the cost of two fire engines. Some time that summer, two engines of the old hand-power type were purchased from a Mr. Platt, of Buffalo, New York, for $1,909.50. In September Hoisington & Manning were employed to erect two engine houses—No. 1 on Cherry Street, not far from Summit, and No. 2 at some suitable point in the western part of the city. House No. 1 cost the city $68.00 and No. 2 cost $13.00. On November 27, 1827, the council passed a resolution to the effect that whenever forty or more citizens should form themselves into a fire company, such company should be placed in possession of an engine, hose, hose cart, hooks and ladders, etc. The resolution also provided

that the companies should be designated by numbers, the first company formed to be No. 1, the second, No. 2, and so on.

On December 11, 1837, an ordinance regulating the fire department was passed by the council. Among other things this ordinance provided that: "Every owner or occupant of a building shall keep good fire buckets, made of leather, as follows: For a building with one or two fireplaces or stoves, one bucket; for buildings with more than two fireplaces or stoves, one bucket for every two such; the buckets to hold three gallons each." The ordinance also provided for the appointment of fire wardens—one for each of the three wards—and on the 29th James M. Whitney, Worden N. Richardson and Daniel Segur were appointed.

Engine Company No. 1 was organized late in the year 1837, but its records, if any were kept, seem to have disappeared. In looking through the old newspaper files, the first mention found of a No. 2 company is on November 21, 1838, when Joseph B. Gardner, secretary, gives notice of a meeting of the "Davy Crockett Fire Engine and Hose Company No. 2," to be held on the first day of December, "at the Engine House." In February, 1839, J. W. B. Hyatt, second assistant foreman, issued a call for a meeting of the same company. It would no doubt be interesting to know the names of these early volunteer fire companies, but the writer has been unable to find them.

At a meeting of the council on November 30, 1840, Edward Bissell was elected chief fire engineer; Richard Mott, first assistant; Walter Titus, second assistant; Junius Flagg, Peter H. Shaw and William Hoskins, fire wardens for the three wards, respectively. At the same session a resolution to organize two hook and ladder companies was adopted, and the engineer was directed "to procure two fire hooks and two ladders of sufficient length and strength for the purpose for which they are intended."

By this time the interest and enthusiasm of the volunteer fire department seem to have waned, for on February 8, 1841, the council instructed the committee of fire department "to ascertain whether any fire companies do in fact exist at this time, and report upon the expediency of disbanding the same." The committee reported that the companies nominally in existence were inactive and a reorganization of the department was recommended. On the 22nd of the same month, C. W. Hill, W. N. Richardson and C. G. Shaw were authorized to organize a company, "to be known as Fire Engine and Hose Company No. 1, to be the successor of Engine Company No. 1, which is hereby disbanded." Two days later the company was organized with the following members: Edson Allen, Aldrice A. Belknap, C. H. Bentley, Leverett Bissell, S. S. Blanchard, Charles Border, Manly Bostwick, S. H. Bradford, George P. Clark, Henry Clark, H. G. Cozzens, Joel W. Crane, Samuel Eddy, W. H. Elder, A. W. Fairbanks, Junius Flagg, J. J. Fullerton, Elijah S. Hanks, C. W. Hill, Joseph Jones, Valentine H. Ketcham, R. N. Lawton, J. N. Mount, B. P. Peckham, W. H. Raymond, John Ream, George Redding, George H. Rich, W. N. Richardson, Erastus Roys, Daniel Segur, Cornelius G. Shaw, Thomas Southard and Walter Titus, Jr.

J. J. Fullerton was elected foreman; Cornelius G. Shaw, first assistant; Leverett Bissell, second assistant; Erastus Roys, secretary; William R. Raymond, treasurer. Engine House No. 1 was remodeled and improved and the company was placed in possession. For some time this was the only fire company in the city. Better discipline prevailed after the reorganization and the company

TOLEDO IN 1866 FROM THE EAST SIDE

Over the roof of the large mill in the foreground and to the right of its smoke stack may be seen the towers of the Island House, hotel and passenger station of the Cleveland, Norwalk and Toledo, and Michigan Southern and Northern Indiana Railroads—afterwards The Lake Shore and Michigan Southern, and later The New York Central Railroad.

proved to be more of a success in fire fighting than those which had preceded it. A No. 2 company was organized in the spring of 1842, but the names of the members cannot now be learned. On May 3, 1842, the council passed a resolution directing the chief of the department (David Crane) to "organize a hook and ladder company and superintend the erection of a house for the same, located on Summit Street, between Adams and Cherry streets, for which he shall receive compensation at the rate of $1.50 per day."

Mr. Crane delegated the work of building the house to his first assistant, Mayor Brigham (his name was Mayor), and the structure was completed some time in July. The city now had two engine companies and a hook and ladder company, as well equipped as those in most cities of Toledo's size. During the next five years considerable progress was made by the department. A third company had been organized and on September 24, 1847, the council passed an ordinance providing for the purchase "of a portion of lot No. 161, Port Lawrence division, and the erection thereon of an engine house, the cost of which shall not exceed $2,500." This house, when completed, was occupied by the No. 3 Engine and Hose Company.

Under the ordinance of March 20, 1848, the Toledo Fire Department began to "put on style," as the following extracts will show:

"The mayor and aldermen, acting as such at fires, to bear a staff, painted white, with a gilded flame at the top; the chief engineer a leather cap, painted white, with gilded combs, and having a fire engine and the words 'Chief Engineer' in gilt in front, and carrying a black speaking trumpet with the same words in white and a gold rim; the assistants to wear white leather caps, with black combs, gilded front, and the words 'Engine No.—' in black; . . . Fire wardens to wear hats with black rim, the crown and front white, with the word 'Warden' in black, and carry trumpets; foremen to wear black leather caps, with white fronts and the words 'Foreman No.—' in black; foremen of hook and ladder companies to have a hook and ladder in black on their caps."

The ordinance provided that all persons present at fires should be subject to the orders of the mayor and aldermen, fire wardens or other officers, and made liable to arrest and a fine of $5.00 for refusing to obey such orders. Members of fire companies were required to meet at their respective houses on the first of each month for the purpose of exercise and for cleaning the apparatus. A premium of $10.00 was provided for the company which should first arrive at a fire with its apparatus ready for use, and $5.00 for each company arriving in ten minutes thereafter. The several companies were required to meet in joint convention in March of each year and nominate a chief engineer and two assistants, to be submitted to the council for confirmation. Sextons of churches provided with bells were required to ring the same for a period of twenty minutes, immediately upon an alarm of fire. Failure to do so was punishable by a fine of $2.00.

One might reach the conclusion that, with all the "pomp and circumstance" of white staffs, gilded caps and speaking trumpets, the Toledo fire department was more of a parade than a utility. But there were many earnest, conscientious members of the several engine companies, whose foremost ambition was to render effective service at fires. Among these may be mentioned Junius Flagg, B. P. Peckham, Coleman I. Keeler, Richard Mott, Peter F. Berdan, Cornelius G. Shaw, Valentine H. Ketcham, Mayor Brigham, Peter H. Shaw, E. B. Brown and a

number of others, who were or afterward became prominent in the business circles of Toledo.

By the ordinance of June 14, 1851, the council directed that the foremen of Engine Companies No. 1 and No. 2, and Hook and Ladder Company No. 1, should each procure a key to the Episcopal Church and keep the same in the houses of said companies. In case of fire, any member of either company was authorized to open the church and ring the bell "until relieved by the sexton of the church, or until the bell of the Catholic Church shall begin to ring." To stimulate watchfulness, it was provided that the company whose member should be the first at the church and the first to ring the bell should receive a premium of $2.00, which the company might give to the member by vote.

In 1852 Fire Company No. 4 was organized. As most of its members were Germans, it was named the "Germania Fire Company." On October 27, 1853, the council passed an ordinance providing for the purchase of an engine for this company. At the same meeting an appropriation of $1,000 was made for the purchase of new hose, "provided no commission shall be charged or received by the chief engineer for the purchase of the same."

The decade between 1853 and 1863 witnessed several important improvements in the fire department. Two new companies and two companies of fire guards were organized, and the city spent considerable sums for new engine houses and equipment. In 1861 a new house was erected for Engine Company No. 1, on Cherry Street, between Superior and Huron streets. Connected with this house there is a little incident, which contains both romance and pathos. William P. Scott, who was very much interested in the new engine house, enlisted as first lieutenant of Company K, Twenty-fifth Ohio Volunteer Infantry. When the building was completed a picture of it, with the company, engine and hose cart in front, was taken and sent to Lieutenant Scott at Cheat Mountain, Virginia, where he received it in August, 1861. He carried the picture with him during the remainder of his service and upon his return used to tell how homesick he would get when he looked at it. Lieutenant Scott, after the war, served for thirty-three years upon the Toledo police force. He died in 1898 and his daughter, Mrs. Nellie Young, had the picture enlarged and framed for her parlor.

The annual report of Robert Cummings, chief fire engineer, in March, 1863, says: "There have been during the past year 22 fires, involving a loss of $285,000, which was covered by insurance to the amount of $131,000, making a total loss over insurance of $154,000. Of this loss, $225,000 occurred at the burning of the Michigan Southern Elevators. The above returns of loss are as accurate as could be obtained.

"There are now connected with the fire department, two steam engines, three hand engines and one hook and ladder company, with their hose carriages and carts—all in good order with the exception of the hose carts, which are now being made. . . . At the close of my term of office, I wish again to mention the importance of having cisterns built at various points through the city for fire purposes. It is also important to have a coal cart to run to fires, to carry coal to the two steamers. The city should own the cart and make arrangements with a drayman to haul it to fires."

At the time this report was made the Civil war was at its height and little attention was paid to local affairs, such as building fire cisterns. In 1866 Toledo had a

population of 20,000 and was advanced to the rank of a city of the first class. The old volunteer department was then superseded by a paid department, with the exception of the engine companies in the Fifth and Sixth wards, which were also placed upon a paid basis in 1868. In the early history of the department, when the old hand engines were used, these engines were drawn by hand to the scene of the fire. With the pumps properly manned, one of these machines would throw a stream from 250 to 300 feet through an inch and a quarter nozzle. After the introduction of steam fire engines, arrangements were made with some owner of a team of horses to draw the engine to fires. This plan was abandoned when the department went upon a paid basis, the city then purchasing horses for the several fire companies. With the invention and improvement of the automobile, motor driven fire apparatus came into use and the horses were discarded.

Under the charter of 1915 the fire department is under the director of public safety, the chief of the fire division having exclusive control of the stationing and transfer of firemen. He may suspend a fireman, though the suspended member of the department may appeal to the civil service commission, whose decision shall be final. At the beginning of the year 1922, Toledo's fire department numbered 411 men. There were then eighteen fire stations, or engine houses, fully equipped with modern fire-fighting apparatus, and an electric alarm system with 234 signal boxes, so located that no part of the city is without fire protection.

POLICE DEPARTMENT

The only police officer provided for by the original charter of 1837 was the city marshal. Police powers were exercised, to some extent, by constables elected under the laws of the state. At times the marshal was allowed one or more deputies, especially during the building of the canal, when a large number of laborers were quartered in and near the city, many of whom were inclined at times to "look upon the wine when it was red" and become disturbers of the peace. But the city was fifteen years old before the first steps were taken to organize a regular police force, competent to cope with any situation likely to arise.

On May 13, 1852, the council passed an ordinance providing for the organization of a volunteer police force. Under this ordinance, as soon as ten citizens or more, not exceeding fifty, offered to volunteer their services to preserve the peace and assist in the enforcement of the laws and ordinances, they should organize themselves into a company and elect a captain and a lieutenant for one year. Constant service was not demanded, but when called upon to act as police officers the members were invested with all the police powers then conferred upon the city marshal. The ordinance required the officers and members of the company "to hold themselves in readiness, by day and by night, to protect the city and the inhabitants thereof against injuries by thieves, robbers, burglars and other persons violating the public peace, and for the suppression of riots and other disorderly conduct."

In July following the passage of the ordinance, a company was formed, consisting of the following members: Robert H. Bell, Peter F. Berdan, John R. Bond, Egbert B. Brown, Joseph W. Brown, I. N. Hathaway, W. W. Howe, Joel W. Kelsey, Henry Ketcham, William Kraus, Jacob Landman, I. R. Nelson, C. B.

Phillips and Andrew Shurtz. Such was Toledo's first police force. It was not intended as a permanent institution and, except for the moral support it brought to the city government, it was not very effective. During the brief period of its existence there were no riots or other unusual demonstrations that called for the active service of the members and the company died a natural death, without being formally disbanded.

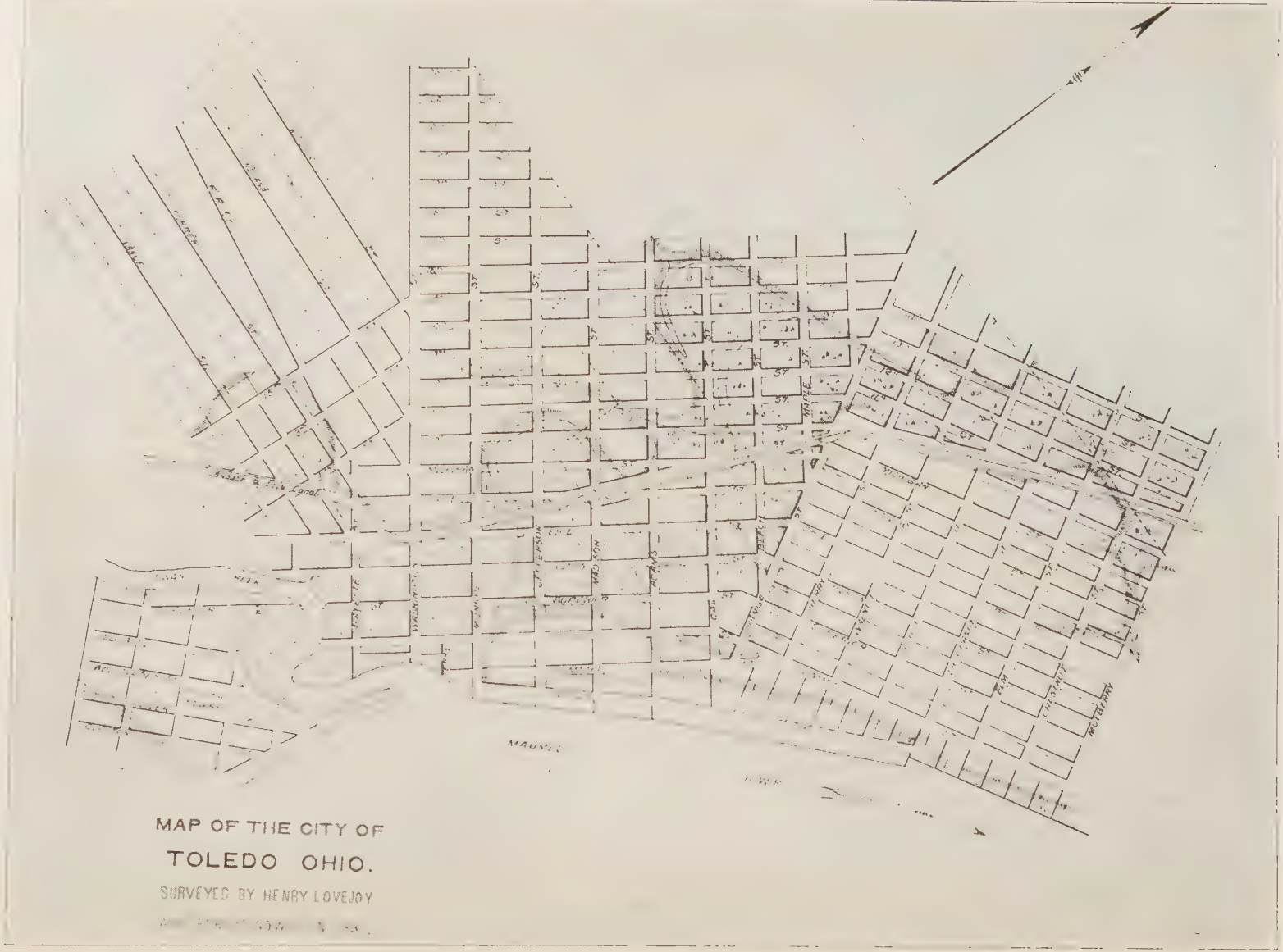
From the time the city was incorporated in 1837 to 1866, seventeen men held the office of city marshal. Following is a list of these marshals, with the year in which each was elected, and each serving until his successor was elected and qualified: Calvin Comstock, 1837; O. W. Whitmore, 1839; John Goettell, 1841; Charles L. Mattison, 1842; Thomas D. Thomas, 1843; O. W. Whitmore, 1845; Henry D. Kingsbury, 1846; Charles L. Mattison, 1849; W. F. Pregizer, 1850; Gideon W. Weed, 1851; Stephen J. Springer, 1853; Barney Mahon, 1856; Stephen S. Kingsley, 1857; Michael Carney, 1858; John W. Beecher, 1860; Elijah S. Hanks, 1862; John R. Bond, 1864.

When the city was advanced to the first class in 1866, the municipal government was changed accordingly. This change brought what was known as the metropolitan police system. The office of city marshal was abolished and the governor appointed as police commissioners Mayor Brigham, Charles A. King, William Kraus, Joseph K. Secor and Dennison Steele. Upon these commissioners devolved the work of organizing a police force for the city. They appointed Henry Breed, superintendent, or chief; Michael O'Connor, captain, William P. Scott, sergeant, and the following patrolmen: Elijah S. Hanks, Cornelius Heline, Patrick Horan, Henry Nellis, John D. Nicely, William R. Osborn, Joseph A. Parker, Jacob Pfanner, Jacob Rudolph, Conrad Schilling, Henry Streicher, Jacob Winnie and George Wise. The superintendent was paid a salary of $1,500; the captain, $900, the sergeant, $800; patrolmen, $720 each, and George W. Kirk was appointed turnkey at a salary of $600. The cost of Toledo's metropolitan police force for the first year was therefore $13,160.

In 1868 the police department passed under the control of a local board, of which Mayor Charles A. King was ex-officio president. The other members were: Bailey H. Hitchcock, George Meissner, Patrick Murray, Edward Malone, Horace S. Olds, William H. Smith and Horace S. Walbridge. H. K. Stephens was appointed secretary to the board and the force was reorganized. The office of superintendent was abolished and William P. Scott was appointed captain; Patrick Horan and Henry Streicher, sergeants.

By an act of the Ohio General Assembly early in the year 1881, the metropolitan police system for cities of the first class was reëstablished. Gov. Charles Foster appointed as police commissioners for Toledo, Abner L. Backus, John Cummings, Guido Marx and George Milmine. These commissioners were all residents of the city, interested in its welfare and progress, and they instituted a number of reforms in the police system. The metropolitan system did not continue long. It was succeeded by a system consisting of one police commissioner elected from each ward, who, with the mayor, constituted the police board. This system, with some modifications, continued in operation until the adoption of the charter of 1915.

The new charter provides that the chief of police shall have exclusive authority in the matter of stationing and transfer of patrolmen, etc. He also has the right


MAP OF THE CITY OF
TOLEDO OHIO.
SURVEYED BY HENRY LOVEJOY

The plat of Toledo on the opposite page was drawn in 1862 by Henry Lovejoy, from the original notes which he and Gower took in the survey of 1837. It presents, however, the dock line of 1862. The original plat did not include Water Street, which is on filled ground. The Erie and Kalamazoo Railroad terminating in 1837 near the corner of Summit and Monroe, coming in from the west along Railroad Street, now called Avondale Avenue, was extended in a year or two to Lagrange Street on piling placed from 80 to 200 feet from the shore line. This was afterwards filled to make Water Street. The plat on the south side of Swan Creek was later vacated for a new plat. About 1840, a start was made for the building of a Courthouse in the place marked "courthouse square," getting as far as the foundation when the enterprise was abandoned because of the fixing of Maumee as the county seat. This plat is a combination of the Port Lawrence and Vistula plats. Oak Street, now called Jackson Street, marked the east side of Vistula. Port Lawrence was first platted in 1817, the plat reverting to the government, some of it becoming afterwards the property of the University of Michigan. Thereafter it was re-acquired by William Oliver of Cincinnati in the interest of himself and associates and re-platted in 1827, as recorded at Maumee. The 1827 plat gave the name Erie Street to Summit, Ontario Street to St. Clair and Huron Street to Superior. These names were changed subsequently and Oak Street was afterwards changed to Jackson.

to suspend any officer or employe of the department for incompetence, gross neglect of duty, immorality, habitual drunkenness, failure to obey orders and certain other just and reasonable causes. But he must immediately notify the director of the department of public safety, who may sustain or reverse the action of the chief. The suspended officer or employe also has the right of appeal to the civil service commission, whose decision shall be final. The result of these provisions has been to secure better discipline and more efficient service in the police department.

As organized at the beginning of the year 1922, the police department consisted of a chief, an inspector of police, an inspector of detectives, 3 captains, 6 lieutenants, 13 sergeants, 38 detectives, 350 patrolmen, 3 matrons and 3 turnkeys.

STREET IMPROVEMENT

When Toledo was formed by the consolidation of Port Lawrence and Vistula in 1833, there was not an improved street in the town. Summit Street, which connected the Upper and Lower Towns, was the principal thoroughfare, but all the improvement that had been made in it was to cut the timber and open a semblance of ditches or gutters along the sides of the roadway. Much of the ground was low and wet. In some places boards were thrown down to form a sort of sidewalk, but for the most part the men wore boots, tucked their trousers inside their boot tops, and—waded through. The act of incorporation provided for a street commissioner, but it would seem that his office was a sinecure during the first few years of Toledo's corporate existence.

The first mention of street improvements of any character, in the minutes of the city council, was in the fall of 1839, when sidewalks were ordered in Summit Street, between Cherry and Monroe. In March, 1840, a petition was presented to the council asking for sidewalks on Monroe Street, but the council, after weighing the matter, decided that "it is inexpedient to grant the petition until the condition of the treasury is better known to the council, and until the Summit Street work, now in progress, is completed."

When the plank road was built out Cherry Street in 1848, that street was considered the best in the city, and a number of the merchants moved over to Cherry in order to get their share of the country trade that came in over the new highway. The first real sidewalks were laid of boards or brick. A little later stone was brought up on boats from the quarries at Berea, Ohio. Sidewalks of this material proved to be more durable than either the board or brick walks. The "grit" in the stone was hard on shoe soles, but the walks were a great improvement over walking through the mud. There are still many of these Berea stone sidewalks in the city, but most of the sidewalks built in recent years are of cement.

Toledo was not behind the other cities of the country in the construction of streets with modern paving materials—asphalt, brick, wood block, etc. Without undertaking to follow this improvement step by step, it is only necessary to say that in the spring of 1922 the city had 498 miles of streets, of which 265 miles were paved according to modern ideas. Of the remaining 233 miles a large portion consisted of graveled roadway, which would have been considered an excellent street thirty-five or forty years ago.

TOLEDO IN 1876

SEWER SYSTEM

One of the early problems with which the people of Toledo were confronted was to drain the low places, to render them habitable, facilitate transportation and improve the health of the community. As illustrating the general nature of a large part of the unimproved land about Toledo, the story has been told that when Jessup W. Scott purchased seventy acres of land, including the present court house square, in 1833, he and his brother, J. Austin Scott, went out to look at the land. At the present intersection of Huron and Adams streets they encountered a marshy place which at first seemed impassable. By jumping from log to log they proceeded some distance, when they discovered that they had lost their bearings and could not find their way out. While they were discussing their predicament, a steamboat chanced to pass up the Maumee. The puff of the escaping steam served as a compass to guide their footsteps back to civilization.

As early as April, 1839, the city council adopted a resolution authorizing the street commissioner "to take immediate steps to fill up, drain or otherwise improve all the low and marshy grounds in the city, provided such improvement shall not cost to exceed $500." The appropriation was found to be inadequate, and not much was accomplished under the resolution. Since that time the city has expended over a million dollars on a sewer system, a large part of which has been rendered necessary by the conditions which the early "city dads" undertook to overcome with a paltry $500.

The first regular sewer was built in 1848. It began at the Maumee River and extended 1,700 feet up Monroe Street, thence in an easterly direction for 300 feet, to the lagoon between Monroe and Jackson streets. It was about three feet in diameter and cost $1.50 per foot, or a total of $3,150. The second sewer, built soon afterward, was in Jackson (then called Oak) Street and extended from the river to St. Clair Street, a distance of 850 feet. At St. Clair Street it connected with an open drain that extended to the canal, a distance of 1,400 feet. The total cost of this improvement was $6,800. These two sewers were constructed more for drainage than for sanitary purposes. The benefits to the adjacent property were soon apparent and demands for other sewers followed. By 1880 the city had about forty miles of sewers, constructed at a cost of over $300,000. But the lagoons and swamps had disappeared, the general health had improved, and every thoughtful citizen regarded the money expended on sewers as a good investment.

As yet, however, there was no sewer system. The early sewers were built independently of each other. Most of them discharged their contents into the Maumee River or Swan Creek, though a few of them opened into the canal and at least one connected with the Ottawa River. In 1880 the population of the city was 50,137. The average rainfall was sufficient to keep the streams in condition to carry off the sewage. As the population grew the quantity of sewage increased accordingly and the people living near the streams began to complain of their pollution. Still, no plans for the disposal of sewage according to modern scientific methods were adopted until after the new charter went into effect in 1916. These plans contemplate three trunk lines, or intercepting sewers, into which all other sewers empty. One of these intercepting sewers follows the Manhattan Boulevard from Monroe Street to the Maumee River, or rather to the pumping station on the island opposite Bay View Park. The second runs from this

island up Summit Street to Monroe, where it divides, one branch continuing up the river and the other up Swan Creek to South Street. The third main trunk sewer is in east Toledo and follows the bank of the river to the pumping station. The system also contemplates a disposal plant, at which all sewage will be treated in accordance with the best known scientific processes, and when completed will give Toledo one of the best sewer systems in the country.

TOLEDO IN 1922

From the straggling village of 1833, Toledo has grown into a city with an area of 32 square miles and a population of approximately 250,000. The assessed valuation of property in 1921 was $418,310,010 and for that year the people paid over $9,500,000 in taxes. The city is divided into twenty wards, each of which is represented by one member in the city council. Toledo has 498 miles of streets, 1,000 miles of sidewalks, 350 miles of sewers, 120 miles of street railway, 15 public parks with a total of 1,389 acres, 15 steam and 10 electric railways, 16 banking institutions with deposits of over $100,000,000, a public library with 170,000 volumes, an art museum, 50 public school buildings, 10 hospitals, more than a score of modern hotels, 82 theaters and motion picture houses, and 140 churches and religious institutions. (See chapters on Commercial Toledo, Public Utilities, Manufacturing Interests, etc.)

CHAPTER XIX

CHURCH HISTORY

DIFFICULTIES IN WRITING CHURCH HISTORY—EARLY MISSIONARIES—AN INDIAN ARGUMENT—THE BAPTISTS—CHRISTIAN CHURCH—CHRISTIAN SCIENCE—CONGREGATIONAL CHURCH—EVANGELICAL AND REFORMED CHURCHES—LUTHERAN CHURCHES—METHODIST EPISCOPAL CHURCH—THE PRESBYTERIANS— PROTESTANT EPISCOPAL CHURCH—ROMAN CATHOLIC CHURCH—DIOCESE OF TOLEDO—UNITED BRETHREN—MISCELLANEOUS RELIGIOUS ORGANIZATIONS.

To write a comprehensive history of the religious development of any community —a history that would be satisfactory to everybody—would probably be the most difficult assignment that could be given to the historian. The actual church development of Toledo and Lucas County began almost a century ago. The pioneers who founded the early churches have joined the silent majority; in many instances church records have been lost or destroyed; in others they have been poorly and irregularly kept; pastors have come and gone, and consequently much of the religious history is shrouded in obscurity.

There are nearly two hundred churches and religious organizations in the city and county. Even if correct data concerning every one were at hand, it would be impracticable to attempt a complete history of each of these organizations in a work of this character. In these churches numerous denominations are represented. Naturally, the members of each denomination are more interested in the history of their own church than in that of any of the others. In this fact the chronicler of church history encounters another difficulty. If he gives to one denomination more prominence than he does to another, he is liable to be criticized for showing partiality. Therefore, in this chapter, the aim has been to show, in a general way, the religious progress of city and county, with brief accounts of the older congregations, from which the newer churches have sprung. The rural churches are mentioned in the chapter on Townships and Villages.

EARLY MISSIONARIES

The first missionary work in the Maumee Valley, of which there is any authentic record, was undertaken in 1749. In that year Rt. Rev. Henri M. de Pontbriand, Bishop of Quebec, visited Detroit in connection with his episcopal labors. While in Detroit he learned something of the Indians in the Maumee Valley and upon his return to Quebec he sent Father Potier, a Jesuit missionary, into the Ottawa country. Occasional missionary work was done by the Jesuits in Northwestern Ohio until their suppression in 1773. From that time until after the Revolutionary war, priests of other Catholic orders visited the Indians along the Maumee and in Southern Michigan at irregular intervals.

When Fort Miami was built by the English in the spring of 1794, the Bishop of Quebec obtained permission to send a priest to the post. Father Edmund Burke, an Irish priest, was chosen for the mission, which he established in the Indian village on the site of the present City of Perrysburg. On February 2, 1796, he wrote to Archbishop Troy: "This is the most distant parish inhabited by Catholics on this earth. In it is neither law, justice nor subjection. You never meet a man, either Indian or Canadian, without his gun and knife. My house is on the banks of a river which falls into the lake, full of fish and fowl of all kinds, the finest climate in the world."

There were a few Catholics in the garrison at Fort Miami and Father Burke said mass there several times. His stay on the Maumee was only about a year, when he was called to a larger mission. From the time of his departure until after the beginning of the Nineteenth Century, religious services among the Indians of the Maumee country were like the proverbial angels' visits, "few and far between."

In 1802 Rev. David Bacon was sent out by the Connecticut Missionary Society to establish a mission among the Indians on the Maumee. He first went to Detroit, from which place he set out on April 29, 1802, with two companions and made the trip to the mouth of the Maumee River in a canoe. The time of his arrival was inopportune, as the Indians were celebrating the successful conclusion of a winter hunt and were well supplied with whisky. In his account of the affair, Mr. Bacon says he went on up the river to Fort Miami, where he stored his belongings, and returned to the Indian village the next day, which was the 5th of May. He met Little Otter, the principal chief, and explained to him the desire to establish a mission. Little Otter promised the missionary a hearing, but just then a death in the village led to another debauch. It was not until the 14th that Mr. Bacon got his hearing at the mouth of the river. In his report to the Connecticut Missionary Society, he says:

"Having heard of four objections which I supposed they stood ready to offer, I brought them up and answered them. The first objection was, that our religion was not designed for the Indians. The second objection that I noticed was, that our religion was not good for them. The third objection was, that by listening to me they would expose themselves to the fate of the poor Moravians, who were destroyed by our people, in consequence of their embracing our religion. The fourth objection I thought to be much the most important, and the most difficult to answer. It was this: That they could not live together so as to receive any instructions, on account of their fighting and killing one another when intoxicated. . . . To remove this objection, I proposed to them that they begin and build a new village upon this condition, that no one should be allowed to get drunk in it; that if they would drink, they should go off and stay till they had it over, and that if any would not comply with this law, they should be obliged to leave the village."

The report also gives in detail the argument used in answering all the objections and the missionary admits that his address was "pretty lengthy," and adds: "They heard me with the more patience on account of my having furnished them, in the first place, with as much tobacco as they could smoke." That night the chiefs held a conference and at noon the next day Little Otter replied to the missionary. The principal points of that reply were as follows:

"Brother, we listened to you yesterday and heard all you had to say to us. Since then we have been thinking of what you said to us and have been talking it over among ourselves and have made up our minds. Now, brother, if you will listen to

us we will give you an answer. But it is our way to be very short. Our white brothers, when they make speeches, are very lengthy. They read and write so much they get in a great many little things. . . . Brother, we understand that you are sent out here by the Great Spirit and by his good people, who live in one of the sixteen fires. We believe you have not come alone, or of your own accord, but that you are sent out here, as you say, by the Great Spirit and by some of his great black gowns and great men who make laws. . . . . We understand that you have come to teach us and our children how to worship the Great Spirit and what we must do to please Him, and be happy in this world and in the world to come. We understand that you want to have us raise plenty of corn and wheat, horses and cattle, and all other things and creatures that you raise, and that you want us to live like the people who wear hats. And we believe that you and the great fathers that sent you, wish to do us all the good you can; that you want to make us happy, not only here but in the world to come. Brother, we know that you spoke true when you told us that our game was growing scarce, and that it would soon be so that we could not live by hunting as we used to. . . . Now, brother, if you and your great black gowns and chiefs want to help us and make us happy, why don't you stop your people from settling so near us? If you would do this, we might have game enough and do very well. Brother, we know that it is all true what you say about the stuff the white people make, which we love so well. We know that it makes us foolish and quarrelsome, and poor, and that it destroys us, and has greatly diminished our number; that we used to be much happier before it came among us, and that it would be much better for us to be entirely without it. White people know how to make it; Indians don't know how to make it, and have nothing to make it of. If your people did not make it and bring it to us, we should not have it, and if we did not see it, we should not care anything about it. Brother, since it is so, why don't you stop your people from bringing it among us? If you would do this, then perhaps you might get us to come and live together in one village, so that you might have an opportunity to instruct us and do us good.

"Brother, what you have said to us is all true, but we would not wish to steal the good words or keep them to ourselves. We understand that you were sent out to travel around and visit the Indians in order to find out their minds respecting this business. You have seen but a few Indians yet. There are a great many that live away back of us. If you was to go and see them all, it would take you two or three years. We think you ought to go and talk with them all and see what they think of it. And if they will agree to have black gowns, we will agree to have one too. This is all the red brothers have to say to you."

Although Mr. Bacon was courteously received and respectfully treated by the Indians on the Maumee, the reply of Little Otter convinced him that it would be almost impossible to establish a permanent mission there. After a brief stay he abandoned the undertaking and went on to Mackinaw. He knew that he would be unable to stop the sale of whisky to the Indians and unless he could do that his missionary efforts were doomed to failure. Within thirty-five years after his visit only a small remnant of the Ottawa tribe had escaped the ravages of strong drink and that remnant was removed to a reservation west of the Mississippi River.

Early in June, 1805, Rev. Joseph Badger, of Wyndham, Massachusetts, accepted an appointment as missionary to the Wyandot Indians. On the 10th of that month he left Cleveland in company with Captain Parish and a Mr. Knaggs, who were to

act as interpreters at a council to be held with the Indians at Fort Industry on the 4th of July. Mr. Badger was present when the Treaty of Fort Industry was concluded and was encouraged in his missionary work by Mr. Jewett, Government agent and commissioner of the Connecticut Fire Lands Company. He lived among the Indians for about five years and succeeded in persuading many of them to give up the practice of drinking intoxicating liquors. He traveled on horseback over a wide field and was received everywhere with respect. As long as he was among the Indians they listened to his teachings, but after his departure they soon reverted to their old habits.

One of the most prominent and successful of the early missionaries was Rev. Isaac Van Tassel. He was born at Durham, New York, in 1791, and at an early age entered the ministry. In 1821 he located at Ashtabula, Ohio, where in September, 1822, he married Miss Lucia Badger, daughter of the Rev. Joseph Badger above mentioned. Just before his marriage he was appointed to the Maumee Mission by the Western Missionary Society of Pittsburgh. On October 27, 1822, he and his wife landed at Maumee and proceeded to the mission house, located nine miles up the river. This building, which had been erected by the society, was a log structure, sixteen feet wide and sixty feet long. In a short time they were joined by Rev. Alvah Coe and wife; Rev. Samuel Tate, wife and son; Leander Sackett and wife; John McPherrin, Miss Sabina Stevens, Miss Hannah Riggs and a Mr. Straight, so that the mission family numbered thirteen persons. Mr. Sackett was to conduct the farm of 240 acres, Mr. McPherrin was a carpenter, Mr. Straight was a blacksmith, and the Misses Stevens and Riggs were teachers. About thirty Indian children were enrolled as pupils, the object being to reach the young people by instructing them in the English language, rather than attempt to reach the older members of the tribe through an interpreter. Religious services were held regularly and the missionaries reported the conversion of several adults. The work was hindered by the traders, whose traffic with the Indians yielded greater profits when there were no missionaries to interfere with their methods. Some of the mission buildings were standing fifty years after the mission was abandoned.

After the Indians were removed west of the Mississippi and the white people began to settle the country, regular churches were organized. In fact, a few churches were established before the last of the Indians disappeared from Northwestern Ohio. As already stated, it would be impracticable to attempt to do more than make brief mention of the numerous church organizations that are now or have been established in Toledo. For convenience the denominations have been arranged in alphabetical order, beginning with

THE BAPTISTS

About the middle of June, 1853, a few members of the Baptist Church living in Toledo met at the house of Henry J. Hayes, on St. Clair Street, near Jefferson, and took the preliminary steps toward organizing a church. A few weeks later Rev. Edward F. Platt, of New York, on his way to Minnesota, stopped at Toledo and on July 6, 1853, held services at the house of Dr. William C. Scott. At that meeting the First Baptist Church of Toledo was organized, on condition that the state convention and the Home Missionary Society each contribute a certain sum annually towards the support of the enterprise. On the last day of October the church organ-

ization was completed, with the following charter members: William Baker, Mrs. S. Blodgett, Mrs. Amanda Farley, Benjamin Farley, Mrs. Clarissa Flint, J. E. Franklin, Mrs. Minerva Freeman, W. S. Grow, S. G. Harvey, Henry J. Hayes, M. E. Hayes, Dr. Lewis Pagin, Mrs. Margaret Pfanner, Rev. Edward F. Platt, Dr. William C. Scott, Elizabeth Scott, Miss Clarissa Shaw, Miss Harriet Shumway, Miss Mary West and Ransom Wilkinson.

Rev. Edward F. Platt was the first pastor. During the winter a number of persons united with the church and on March 15, 1854, Dr. William C. Scott, Henry J. Hayes, Charles A. King, William Baker and H. L. Hosmer were chosen trustees. Meetings were held in Union Hall, on Summit Street, or in the Congregational Church. Soon after the trustees were elected they purchased a lot on Huron Street, near Cherry, and the First Baptist Church erected thereon was dedicated on December 9, 1855. In the spring of 1922 the pastor of this church was Rev. Albert K. Morris.

The Second Baptist Church grew out of an undenominational movement started in 1861. On Sunday, January 10, 1864, the society was reorganized as the Second Baptist Church. Early in 1866 Rev. S. G. Dawson dedicated a brick house of worship on the corner of Fourth and Victor streets, East Toledo. The original members of this church were: Amos W. Crane, Mrs. Gabriel Crane, Rev. S. G. Dawson (pastor), Mrs. Anna M. Dawson, Mrs. Charles Jennison, Miss Louisa Jennison, Mrs. Louisa Jennison, Henry L. Phelps, Mrs. Louisa Phelps, George W. Wales, Mrs. Caroline Wales. Some years later a site was purchased at the corner of Main and Greenwood streets and a handsome edifice of Sandusky stone was erected, having a seating capacity of 1,200. Rev. L. B. Stivers was pastor of this church in the spring of 1922.

In 1853 Oliver M. Brown organized a Union Sunday School in East Toledo, of which he was superintendent until the breaking out of the Civil war in 1861, when he entered the army. Henry L. Phelps was then superintendent until 1868. In the meantime a church was organized, under the name of the East Toledo Baptist Church, and a chapel was built at the corner of Oak and Fort (now Hathaway) streets. On March 3, 1885, the name was changed to the Memorial Baptist Church, in recognition of the work done by Rev. S. G. Dawson before he resigned to become superintendent of missions under the Ohio Baptist State Convention. The pastor of this church in June, 1922, was Rev. H. D. Warnock.

Oliver Place Baptist Church is the outgrowth of what was originally known as the Fifth Ward Mission, which was established in October, 1868, by Rev. P. P. Farnham and a few members of the First Baptist Church. Meetings were at first held in a room on St. Clair Street, near Logan. In April, 1869, Mr. Farnham left Toledo and the school, or mission, was continued under the auspices of the First Church until the summer of 1871. On June 9, 1872, this work culminated in the organization of the Oliver Place Baptist Church, with Rev. William Sheridan as pastor. Soon after the organization a lot on the corner of Segur Avenue and Carroll Place was purchased and a comfortable house of worship was erected. At the beginning of 1922, the pastor of this church was Rev. E. H. Lane.

At a meeting of the First Baptist Church on December 5, 1886, letters of dismissal were granted to sixty-two members of that congregation, to enable them to organize what has since become the Ashland Avenue Baptist Church. Before the week was out the organization was perfected and on December 13, 1886, the follow-

ing officers were elected: Charles T. Lewis, C. N. D. Meade, F. G. Roulet and Alfred Wilkin, deacons; Irvin Belford, clerk; George B. Hull, treasurer; Dr. J. M. Bessey, J. D. R. Lamson and Isaac D. Smead, trustees. Rev. Emery W. Hunt was the first pastor. The church building is located at the corner of Ashland and Woodruff avenues and since 1910 Rev. Harry W. Vincent has officiated as pastor.

In October, 1861, H. L. Sargent, H. L. Phelps, W. E. Parmelee, D. A. Waterman and a few others organized the North Mission School. Four years later it was reorganized as the Sargent Baptist Mission. A small chapel was erected, in which services were held, somewhat irregularly, for over thirty years. On January 11, 1897, nineteen persons met in this chapel and organized the Riverside Baptist Church. The first house of worship was on Ontario Street, near Buckeye, but after several years there the present church, 1850 Superior Street was erected. In June, 1922, Rev. George W. Bates was pastor.

Since the beginning of the present century several Baptist churches have been organized, to wit: Delaware Avenue, at the corner of Delaware and Lawrence avenues, a branch of the Ashland Avenue Church; Emanuel, at the intersection of Detroit and Oakwood avenues; Lagrange Street, at the corner of Lagrange and Moore streets; Macedonia, on Yondota Street; True Vine, 3118 Pomeroy Street; St. Paul's, 451 Tecumseh Street.. The Third Baptist Church, 1109 Division Street; Friendship, on Tenth Street; and St. Paul's, 949 Howard Street, are colored congregations.

CHRISTIAN CHURCH

The Christian Church, or Disciples of Christ, is represented in Toledo by five societies. Of these the Central Christian Church, located on Eleventh Street, between Madison and Jefferson avenues, is the oldest. It was organized in September, 1872, with Rev. F. M. Green as pastor. In 1922 the membership was about one thousand and Rev. Grant W. Speer occupied the pulpit. The church building cost $60,000. As in the case of other denominations, missions branched off from this parent organization and in time became self supporting. As a result four other Christian churches came into existence.

Norwood Avenue Christian Church, corner of Norwood Avenue and Ewing Street, was the second congregation of this faith to be organized in the city. It was established on October 11, 1889, under the pastorate of Rev. J. L. McDonald. A little later a $20,000 house of worship was erected, which has since been remodeled and enlarged. In the spring of 1922 Rev. U. Radcliffe was pastor.

The South Church of Christ, located on Stebbins Street, near Broadway, was organized in January, 1899, by Rev. C. W. Huffer and when ten years old numbered 225 members. The church property then was valued at $25,000. The pastor of this church in the spring of 1922 was Rev. B. C. Hibler.

In January, 1901, the East Side Christian Church was organized by Rev. C. W. Huffer, who was the first pastor. This congregation owns a comfortable house of worship at the corner of Forsyth and Woodville streets and in the spring of 1922 was under the pastoral care of Rev. L. A. Warren.

Bethany Church, the youngest of this denomination, is located at the intersection of Central and Detroit avenues, in the western part of the city, with Rev. G. C. Neil! as pastor in the spring of 1922.

CHRISTIAN SCIENCE

There are two societies of the Christian Science Church, or, more properly speaking, of the Church of Christ Scientist, in Toledo. The First Church is located at the corner of Monroe Street and Lawrence Avenue and occupies a fine stone edifice.

The Second Church, overflowing from the First, worshiped at first in the old Conservatory of Music, Collingwood Avenue, at the foot of Virginia. In 1921 was begun the construction of its fine church edifice of dressed limestone, to be completed early in 1923, and situated at the southeast corner of Collingwood and Bancroft.

In this denomination there are no regularly ordained ministers. Lay readers are selected at stated times to lead the services. The First Church maintains a reading room in the Second National Bank building and the Second Church, in the Close building. These reading rooms are "down town" and are kept open at stated hours every day for the accommodation of Christian Scientists and others interested.

CONGREGATIONAL CHURCH

What is now known as the First Congregational Church was organized as the First Presbyterian Church in 1833, and has the distinction of being the first church society organized in Toledo. In 1841 the form of government was changed from Presbyterian to Congregational, under the pastorate of Rev. George R. Haswell. A portion of the membership was opposed to the change and continued to worship as Presbyterians until July, 1844, when the two congregations were united under the name of the First Congregational Church. In 1845 a house of worship was erected at a cost of $7,000. Ten years later this structure was enlarged to accommodate the growing congregation. In 1861 the building was destroyed by fire and the next year a new church was erected on St. Clair Street at a cost of $20,000. It was dedicated on February 22, 1863.

Concerning this first church in Toledo, there is some interesting history. The first edifice, completed and dedicated on May 3, 1838, was built largely at the expense of Edward Bissell and Heman Walbridge. It was occupied by the First Presbyterian Church, which was changed to a Congregational society as above stated. In the depression which followed the financial panic of 1837, the congregation was unable to cancel the debt against the church and it was sold by the sheriff, later becoming the property of the Catholics and in the spring of 1922 it was still in use as the schoolhouse in St. Francis de Sales parish.

When the matter of building a new church came up in 1844, after the two factions united as the First Congregational Church, two offers were made the society. William Oliver, as trustee of the Port Lawrence Company, offered to donate a lot on St. Clair Street, and Jessup W. Scott offered a lot on the corner of Adams and Huron streets. A committee of the church trustees visited the two proposed sites. To get to the one offered by Mr. Scott, they were compelled to pick their way through a swamp, jumping from log to log, high spots of ground, etc. The lot, when they reached it, proved to have enough ground above water for a church, but owing to the difficulty in getting to it, the committee decided to reject the offer: The St. Clair lot was then inspected. The street had not been opened and the lot was "in a state of nature," but it was higher ground and was chosen by the committee.

When the corner-stone of the new building was laid in September, 1844, it contained copies of the Toledo newspapers and a list of the subscribers to the building fund. That list contained the names of Edwin Avery, Henry Bennett, Leverett Bissell, Mayor Brigham, Matthew Brown, Charles Butler, Ira L. Clark, Salter Cleveland, M. L. Collins, David Crane, W. J. Daniels, Charles M. Dorr, H. P. Espy, John Fitch, Leander Hill, Joseph Jones, Charles G. Keeler, Coleman I. Keeler, Jr., Levi Lindsley, L. I. Loomis, John Mosher, Daniel O. Morton, Richard Mott, James Myers, Osgood & Read, William H. Raymond, Calvin Smith, Thomas Southard, Calvin Stevens, J. W. Turner and J. D. Thomas.

The building of 1844 was set back far enough from the street to permit an addition of thirty-three feet, which was erected in 1856, when the box containing the above list was placed in the new corner-stone. It was again placed in the corner-stone of the structure built in 1863 and also in the corner-stone of the building erected in 1877. That building was eventually sold and the congregation erected a new house of worship at Collingwood and Acklin avenues. The old edifice on St. Clair Street, between Madison and Jefferson avenues, was sold and was converted into the Temple Theater, a motion picture house.

On October 20, 1849, a Congregational Church was organized at the residence of Horace Howland, in Oregon Township, with seven members. The first communion services were held at the home of William Consaul on December 9, 1849, and the society adopted the name of the First Congregational Church of Oregon Township. Rev. Ezra Howland, a veteran Congregational minister, was called as pastor and served until the breaking out of the Civil war in 1861, when every male member of the congregation fit for military duty enlisted in the army. In September, 1868, the church was reorganized under the name of the Second Congregational Church of Toledo. A frame church was built on Fourth Street, between Cherry Street and Euclid Avenue, and Rev. Robert Quaife was installed as pastor. In 1892 a brick church was dedicated, but it was destroyed by fire about seven or eight years later, when the present house of worship was erected. The pastor of this church in June, 1922, was Rev. Tellef C. Peterson.

Shortly after the close of the Civil war a small Sunday School was opened on Erie Street, near the canal locks. This school soon became known as the "Point Mission." In 1873 it was removed to Washington Street, near Dorr, and the mission was reorganized as the Washington Street Congregational Church. This congregation now owns a comfortable house of worship at Lawrence and Woodruff avenues and is under the pastoral charge of Rev. Henry A. Arnold.

In July, 1867, a Sunday School was established at the Protestant Orphans' Home, with C. H. Buck as superintendent. The attendance and interest increased and after a few months the school developed into the Lagrange Street Mission. In April, 1875, a small building across the street was rented and services were held there for several years. On May 20, 1883, a new chapel building was dedicated and the following month Rev. P. S. Slevin was chosen chaplain. In January, 1888, the mission was organized into the Lagrange Congregational Church, with Rev. George Candee as pastor. The name was changed in September, 1893, when the society was incorporated under the name of the Plymouth Congregational Church. This church is located at Cherry Street and Vermont Avenue and the pastor in the spring of 1922 was Rev. Richard T. Boyd.

Central Congregational Church was organized in February, 1881, most of its

FIRST CONGREGATIONAL CHURCH

members coming from the Westminster Presbyterian Church. Rev. Henry M. Bacon, who had been pastor of the latter church for several years, was chosen as pastor of the new society. For some time services were held in the building known as the Unitarian Church, at Tenth and Adams streets. Then a fine stone church edifice was erected at Collingwood and Acklin avenues. When the Central was merged into the First Congregational Church, this building was made one wing of a new structure, which cost a quarter of a million dollars. Rev. Allen A. Stockdale, the pastor of this church, tendered his resignation in June, 1822, to travel and study abroad. The society declined to accept his resignation, but granted him a year's vacation to carry out his purpose.

From the older congregations of this denomination, two other churches have been organized—Park Congregational, at Glendale Avenue and Harvard Boulevard, Rev. Orville C. Jones, pastor; and Pilgrim Congregational, Sylvania and Hoiles avenues, under the pastoral charge of Rev. Herbert F. Loomis.

EVANGELICAL AND REFORMED

In 1853 a German Evangelical Reformed Church was organized and for several years worshiped at Scott Street and Canton Avenue. This congregation afterward became known as the First (or Zion) Reformed Church and a house of worship was erected at Cherry and Moore streets. Rev. Karl A. Stein was pastor in the spring of 1922.

Salem Evangelical Church, located at the corner of Division and Vance streets, was organized in 1874, with Rev. G. Hasenpflag as pastor. It is a German congregation and in the spring of 1922 Rev. S. E. Goetz occupied the pulpit as pastor.

In 1891 the City Park Evangelical Church was organized as an English congregation and a house of worship was soon afterward erected on the corner of City Park and Woodland avenues. Rev. A. M. Rickel was pastor of this church at the beginning of the year 1922.

Memorial German Reformed Church, located on the corner of Greenwood Avenue and Valleywood Drive, was organized by members of the German Reformed Synod in 1900. The pastor of this church in the spring of 1922 was Rev. Otto M. Pisch. There is also a Memorial Evangelical Church at 502 Valleywood Drive.

The Hungarian Reformed Church was organized in 1903 for the benefit of the Magyars who belonged to that denomination. A handsome stone edifice was erected on the corner of Ann and Bakewell streets, East Toledo, with parsonage adjoining, at a cost of $20,000. The first pastor was Rev. S. Aharvany and the pastor in the spring of 1922 was Rev. Louis Bogar.

On the corner of Phillips and Vermaas avenues stands the house of worship of St. Paul's Evangelical Church, which was organized in 1909 as a congregation of the Evangelical Synod of North America. Rev. F. A. Goetsch, the first pastor, afterward went to India and in the spring of 1922 the pulpit was occupied by various ministers, the church having no regular pastor.

Grace Reformed Church, on the corner of Fulton Street and Kenilworth Avenue, was organized as both a German and English congregation and services were divided between the two languages. Subsequently the German was dropped and it is now an English church. It has a commodious house of worship and in June,

1922, the pastor was Rev. Ellis H. Hay. Other Evangelical or Reformed churches are: Salem, at the corner of Stebbins Street and Prouty Avenue, and Zion, at Detroit and Fernwood avenues.

LUTHERAN CHURCHES

At the beginning of the year 1922 there were twenty-six Lutheran societies in Toledo, more than any other Protestant denomination. The oldest of these is Salem Church, which was organized in 1842, under the auspices of the German Iowa Synod. The first pastor was a minister named Cronnewett. About 1845 the first church building—a small frame structure—was erected on the site of the present church, on Huron Street between Elm and Chestnut streets. In 1870 a large brick building was completed and the church moved into its new home. The pastor of this congregation in the spring of 1922 was Rev. Theodore G. H. Klinksick.

St. Paul's Lutheran Church was organized in 1854 as a society of the Joint Synod of Ohio. For more than half a century the church building of St. Paul's, on Erie Street facing the courthouse square, has been a land mark in Toledo. In the spring of 1922 this congregation had two pastors—Rev. L. H. and Rev. H. F. Schuh. This parish has adopted plans for a new church edifice and a parish house to occupy the present site. Construction is to begin, it is hoped, before the close of 1923, and the cost of the work is estimated at half a million dollars. The elevations show that the proposed structure will strikingly embellish the park on which it is to front.

In 1862 Rev. John Doerfler, a Lutheran minister working under the German Iowa Synod, organized a small congregation in Oregon Township. This was the first Lutheran society on the East Side. In September, 1862, Rev. Charles Beckel was installed as pastor and early the following year the church was incorporated under the name of the Evangelical Lutheran Congregation of St. John. In 1876 the first house of worship was erected at a cost of $4,500. Rev. William Wacke has been pastor of this church for the past fifteen years.

St. Petri (Peter) Lutheran Church of the German Iowa Synod, was organized in 1873, with Rev. C. Markscheffel as pastor. The next year the house of worship on the corner of Hawley Street and Nebraska Avenue was erected. Rev. Theo Meier was pastor of this church at the beginning of the year 1922.

Trinity Evangelical Lutheran Church, situated on the corner of Ewing and Vance streets, was organized in 1874 as a German society of the Synod of Missouri. Soon after the church building was completed a parochial school was established. Rev. George Blievernicht was pastor of this church in June, 1922. There is also a Trinity Lutheran Church on the corner of Langdon and South streets, of which Rev. Lawrence G. Deily was pastor in the spring of 1922.

Another Lutheran Church organized in 1874 is St. Mark's (formerly called St. Marcus). This church is located on the corner of Brand and Grasser streets and was established under the General Council. Rev. E. J. E. Kuhlman occupied the pulpit at the beginning of the year 1922. St. Mark's German Lutheran Church, of which Rev. August I. Burmann is pastor, was organized in 1884 and worships at 603 Woodville Avenue. It is a church of the Canada Synod.

On March 11, 1888, Emanuel (or Immanuel) German Lutheran Church was organized with eight charter members, as a society of the Missouri Synod. It was

ST. PAUL'S LUTHERAN CHURCH ON ERIE STREET, FACING COURTHOUSE SQUARE

The picture was taken about 1874. This church cost $16,800, exclusive of tower, bell, organ and altar. It was dedicated Christmas day, 1868. It is soon to be torn down, to give place to a new church building.

St. Paul's Lutheran Church to be erected on Erie Street, opposite Courthouse Square, 1923-24, at a cost of $250,000.

organized by Rev. C. Strasen, who was the first pastor. A small frame house of worship was erected and used until 1894, when a more pretentious structure was erected. The old frame house was then taken for the use of the parochial school. This church is located on the corner of Erie and Buckeye streets and has been under the pastoral charge of Rev. Theodore Horst for a number of years.

In the fall of 1894 Rev. Hiram Peters, a minister of the General Council, came to Toledo and organized St. Matthew's English Lutheran Church. A small frame house of worship was built at the corner of Batavia and Putnam streets and used for several years. In 1907, under the pastorate of Rev. Luther Hogshead, the corner-stone of a new building was laid. It is of Bedford stone and was completed during the winter at a cost of $43,000, and was dedicated on April 5, 1908. At the beginning of the year 1922 Rev. Albert L. Benze was pastor.

Martin Luther English Lutheran Church, at Sixth and Nevada streets, was organized in 1890 by Rev. E. L. T. Engers. It belongs to the Ohio District Synod of the General Council. The church building was erected in 1891. Services in this church are conducted in both English and German. Rev. William Brenner has been pastor of this church for more than a decade.

Glenwood English Lutheran Church, at Glenwood Avenue and Monroe Street, was organized in 1901, on Easter Sunday, by the Rev. F. E. Leamer, who became the first pastor. It belongs to the General Council. Services were held for a time in a store room on Monroe Street, but on May 11, 1902, the church building was dedicated. It is of stone and when dedicated was only part of the structure as planned, additions having since been made. Rev. Alvin E. Bell has been pastor for several years.

Glenwood is one of the most aggressive Lutheran congregations in Toledo. In February, 1914, the brotherhood of this church organized the Augsburg English Lutheran Church. It was organized as a mission and services were held for some time in a public hall. On Sunday, June 11, 1922, a handsome stone church building, costing $55,000, was dedicated, with Rev. Franklin E. Strobel as pastor. It is located at Sylvania Avenue and Rollins Road.

The foregoing are the leading Lutheran churches. Following is a list of the newer congregations of this faith, with their pastors in the spring of 1922: Church of the Apostle, German Lutheran, corner of Stickney Avenue and Yates Street, is allied with the Synod of Michigan, Rev. Emil E. Wenk, pastor. Bethel Church is located on the corner of Nelson and Toronto streets, Rev. H. F. G. Kopanto, pastor. Bethany Church is on the corner of Marne and Upton avenues, with Rev. William Guise as pastor. Bethlehem Church, on the corner of Plumer and Tracy streets, is a German congregation, with Rev. Emil W. Matzner as pastor. The Church of Peace, at the corner of Hawley Street and Walbridge Avenue, is under the Joint Synod of Ohio, with Rev. H. F. Grimm, pastor. The First English Lutheran Church, located at the corner of Harrison and Oliver streets, was organized in 1881 as St. Stephen's and is allied with the Ohio District Synod of the General Council; Rev. E. J. Wackerman, pastor. Grace English Lutheran Church, corner of Forest and Pinewood avenues, is allied with the Ohio District Synod of the General Council; Rev. E. R. Richards, pastor. The Church of the Redeemer, an Evangelical Lutheran society, worships at Midway and the Boulevard, with Rev. H. H. Creager as pastor. St. James' Church, Delaware and Trenton avenues, is under the German Iowa Synod, with Rev. Simon Poppen as pastor. St. Lucas German Lutheran

Church, Frank Street and Walbridge Avenue, was organized under the Synod of Michigan. Rev. Hugo C. Hamfeldt is pastor. St. Luke's English Lutheran Church, at Ontario and Bush streets, was organized in 1905 and the church building was dedicated in 1907. The pastor is Rev. G. W. Miley. Zion Lutheran Church is located at Belmont Avenue and Hawley Street, with Rev. George N. Luetke as pastor.

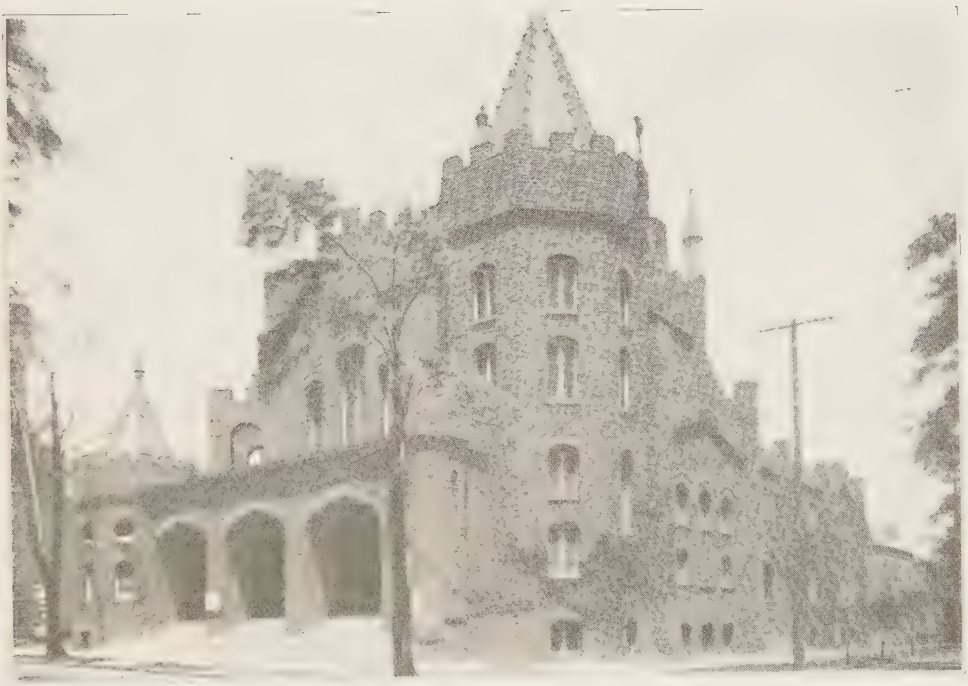
METHODIST EPISCOPAL CHURCH

Next to the Lutherans, the Methodist Episcopal Church has the greatest number of congregations in Toledo of any of the Protestant denominations. The Methodists lay claim to having conducted the first Protestant religious services in Toledo. The fact seems to be pretty well established that the first preachers in Lucas County, under regular assignment, were those of the Methodist Episcopal faith, sent here by the Ohio Conference in 1825. Rev. John H. Baughman arrived in that year and found Eli Hubbard at work in the woods, in what is now the western part of the city. He inquired of Mr. Hubbard if there were any place in the vicinity where he could preach. Mr. Hubbard, though not a Methodist, promptly tendered the use of his residence—a log house near the bridge over Ten-mile Creek on the Tremainesville road—and a class was organized there early in 1826, with William Wilkinson as leader. The members of the class were: William Wilkinson, John, Samuel and Sophronia Horton, Mrs. Maria Whitney, wife of Noah A. Whitney, and Miss Mary Keeler, daughter of Coleman I. Keeler.

A little later another class was organized, of which Mrs. Whitney was the leader, and this class met at her residence. During the next few years several Methodist ministers visited Toledo. Among them were Solomon Manier, George A. Walker, Jacob Hill, James W. Finley and Elijah H. Pilcher. Late in the spring of 1833 Rev. Elijah H. Pilcher organized what later became known as the Monroe Street Methodist Church, now located at Monroe Street and Auburn Avenue. The original members of this church were: Noah A. Whitney and wife, Amasa Bishop, Eli Hubbard, Mary and Sarah Keeler and the pastor—seven in all. This church was attached to the Toledo Circuit until 1841, when the Sylvania Circuit was established and the Monroe Street charge became a part of that circuit. The first house of worship was replaced by a small brick structure, which was dedicated in August, 1859. In 1875 Monroe Street charge became a station. The church building was destroyed by fire in 1891 and the present house of worship was erected. A parsonage was also built. Rev. P. Van Wicklin was the pastor at the beginning of the year 1922.

The second Methodist Church to be organized in Toledo was St. Paul's, which was organized by Rev. Samuel Baumgardner in 1836. Rev. J. T. Caples was the first regular pastor and the first house of worship was on Huron Street, between Locust and Walnut. In 1851 a new church on the corner of Madison Avenue and Superior Street was dedicated. This building was sold in 1895, but services were held there until the dedication of the present church edifice on the corner of Madison Avenue and Thirteenth Street. The cost of this structure was $85,000. Rev. T. Wallis Grose was pastor of this church in the spring of 1922.

Emanuel (German) Methodist Church dates back to 1850, when a small class was organized at the home of John Von Gunden. Rev. Peter F. Schneider organized



ST. PAUL'S METHODIST EPISCOPAL CHURCH

this class into a church, which took the name of Emanuel, and the building erected by St. Paul's Church on Huron Street was purchased. It was removed to Ontario Street, near Walnut, and used as a house of worship until 1880, when a new building was erected at a cost of $20,000. Rev. Henry R. Borneman is pastor.

In 1853 a mission, known as the Ames Chapel, was established on Lagrange Street, between Huron and Superior. The frame chapel was subsequently replaced by a brick structure and in 1872 the congregation took the name of St. John's Methodist Episcopal Church. A house of worship was built on Magnolia Street, but it was burned in 1899 and the present church building was erected. In the spring of 1922 the congregation was under the pastoral charge of Rev. Louis H. Gressley.

The next Methodist Church to be organized in Toledo was the Zion German Church, which was started in 1858 as a mission of Emanuel Church and a few years later was organized as a regular church by Rev. G. A. Reuter. A house of worship was built on Segur Avenue at a cost of $8,000 and was later enlarged at a cost of $2,000. Rev. Elias Roser was pastor of this church at the beginning of 1922.

The Broadway Methodist Church, located at Broadway and Crittenden Avenue, was organized in 1859 and was the first Protestant church in that section of the city. This congregation has a substantial brick house of worship, with Rev. George H. Smith as pastor.

In 1865 a Methodist Church known as the Tremainesville charge was organized and a frame house of worship was built on Detroit Avenue, near Phillips. In 1874 it was reorganized as the Collingwood Methodist Episcopal Church. A little later a brick house of worship was erected at Phillips and Vermaas avenues. This building was torn down in 1914 to make room for the present edifice, the corner-stone of which was laid on June 28, 1914. It was completed that year at a cost of $30,000. The "History of the Northwest Ohio Conference" (page 295), says: "The Rev. William Hook is the present pastor (1914) and through his untiring labors and wide influence the new church has been made possible." Much of the work was done by members of the congregation, for which no charge was made, which explains in great measure how such a magnificent building could be erected for $30,000.

What is now the Euclid Avenue Methodist Church was organized as the Third Street Church in 1866 by Rev. John Farley, who was the first pastor. He was succeeded by Rev. J. A. Smith. During these two pastorates, services were held in Brown's Hall, on the corner of Oak and Front streets. Under Rev. J. W. Miller, the third pastor, a lot at the corner of Euclid and Starr avenues was purchased, a house of worship erected and the name changed to the Euclid Avenue Methodist Episcopal Church. Present at the dedication was Rev. Elnathan C. Gavitt, who held services in Toledo as early as 1832. At the beginning of 1922 the pastor was Rev. B. F. Reading.

Two Methodist Episcopal Churches were organized in 1875—Asbury, at Detroit and Fernwood avenues, and St. James', at Erie and Sandusky streets. The former was at first known as the Detroit Avenue Church and the latter as the Albany Street Church. When the present houses of worship were erected the names were changed. In the spring of 1922 Rev. Herbert Killinder was pastor of the Asbury Church, and Rev. S. G. Markley was pastor of St. James'.

On January 24, 1894, the first meeting for the organization of a new Methodist Episcopal Church in Toledo was held, and on February 11th the Epworth Church was organized in the First Unitarian Church by Rev. J. W. Donnan. It started

with sixty-eight members, many of them from St. Paul's, and the first house of worship was erected on Scottwood Avenue near Bancroft. Meetings were held here until in 1907, when the first unit of the present stately structure of modern Gothic was erected at Delaware and Parkwood avenue. The nave, finishing the original plan, was built in 1921 and the completed edifice was dedicated on New Year's Day, 1922, under the pastorate of Rev. Stephen K. Mahon, who has been in charge of the congregation for several years. The church grew rapidly, being very centrally situated in the best residence section of the city, and now has a progressive and very active membership of over one thousand.

As these older congregations grew in numbers, some of the members withdrew and formed new church organizations. At the beginning of the year 1922, in addition to the above mentioned Methodist churches, there were about a dozen others, to wit: Bethany Church on Woodville Street, near the Terminal Railroad; Rev. S. W. Metz, pastor. Central Avenue Church, at Central and Scottwood avenues; Rev. Frank E. Higbie, pastor. Clark Street Church, at 1132 Clark Street; organized in 1889; Rev. Charles Bennett, pastor. Galena Street Church, a German congregation; at the corner of Galena and Ontario streets; no regular pastor. Hamilton Memorial Church, East Broadway and Freedom streets; Rev. N. S. Brackney, pastor. Ironville Church, in the suburb called Ironville; Rev. G. A. Edmunds, pastor. Maplewood Chapel, on the avenue of the same name, a mission of the Central Avenue Church. Warren Chapel (colored), on Erie Street, near Washington; Rev. J. S. Jackson, pastor. Salem (German), at Federal and Nevada streets; organized in 1887; Rev. E. W. Bockstahler, pastor. Wesley Church, at Mulberry and Spring streets; Rev. F. L. Hook, pastor. Western Avenue Church, at the corner of Edna Street and Western Avenue; Rev. Edwin J. Webster, pastor.

THE PRESBYTERIANS

Under the heading of Congregational Church, mention is made of the Presbyterian society organized in 1833 and afterward changed to a Congregational Church. On March 2, 1854, the Maumee Presbytery (Old School) appointed Rev. I. M. Crabb and Rev. D. S. Anderson as a special committee to organize a church in Toledo. After some missionary work, the First Westminster Church was organized on January 27, 1855, with twenty-seven members and Rev. J. M. Baird was installed as the first pastor. Services were held in Stickney Hall, on Summit Street, until the summer of 1860, when the Bethel on Lynn Street was leased. In 1865 the society purchased a lot on the corner of Huron and Orange streets, where the corner-stone of a church building was laid 1868. The edifice was not completed until 1873 and this has since been the home of the congregation. Rev. Elwood A. Rowsey was installed as pastor on June 12, 1922.

In the fall of 1865 a movement was started for the organization of a Presbyterian Church in the northeastern part of the city. The first meeting was held on October 19, 1865, and the first sermon was preached on the 22nd by Rev. Henry M. Bacon, of Attica, Indiana. At the close of the sermon the Westminster Presbyterian Church was organized with forty-one members, thirty-eight of whom were from the First Congregational Church. Mr. Bacon was called as pastor and on November 7, 1865, the church was received by the Maumee Presbytery. On May 1, 1873, the church edifice on the corner of Locust and

COLLINGWOOD PRESBYTERIAN CHURCH

Superior streets was completed. This building was used as a house of worship until 1909, when it was sold to St. John's (Catholic) College and was afterward known as Westminster Hall. The congregation then disbanded, most of the members uniting with the First Westminster Church.

The Third Presbyterian Church was organized on June 26, 1870, and a house of worship was built at the corner of Broadway and Knower streets. It was dedicated on New Year's Day, 1871, while Rev. Robert Edgar was pastor. The pastor of this church at the beginning of 1922 was Rev. P. C. Hopper.

In 1871 the First German Presbyterian Church was organized and a small house of worship was built on Canton Street, between Beacon and North streets. Rev. Martin Koehler, the first pastor, remained with the church for about twenty years. Never a strong society, it finally disbanded and the members united with other churches.

In the summer of 1893 a few families organized a Sunday School, which met in a vacant room on Ashland Avenue. A little later regular religious services were held and this movement culminated in the organization of the Collingwood Avenue Presbyterian Church, one of the leading Protestant societies of the city. The church was organized in October, 1894, with about one hundred and fifty members and Rev. A. W. Ringland was called as the first pastor. A chapel was built on Prescott Street, at a cost of $3,000, and the congregation worshiped there for several years. On November 30, 1902, the corner-stone of the present handsome Gothic structure of Berea sandstone was laid and about two years later the church was completed, at a cost of $110,000. In June, 1922, the pastor of this church was Rev. R. L. Long.

On February 11, 1894, the East Side Presbyterian Church was organized. For about three years services were held in Cook's Hall. Then a lot at the corner of Starr Avenue and Garfield Place was purchased and on September 1, 1897, ground was broken for a church building. In 1906 the congregation had outgrown its house of worship and the present church building was erected, at a cost of $15,000. Rev. W. J. Howell was pastor of this society in June, 1922.

The Dorr Street Presbyterian Church was organized in 1906. About two years later the members of the Norwood Avenue Presbyterian Church, only a few blocks away, voted to sell their property and unite with the Dorr Street congregation. Thus the Norwood Church lost its identity and the Dorr Street Church was greatly strengthened in membership. The house of worship is located at 1511 Dorr Street and for several years the pulpit has been occupied by Rev. William Yauch.

Rosewood Avenue Presbyterian Church was organized under the name of the Fifth Presbyterian. When the house of worship on the corner of Bancroft Street and Rosewood Avenue was completed, the name was changed. This society owns a handsome stone church and at the beginning of 1922 the pastor was Rev. R. A. Garrison.

Northminster Church is located at 3340 Collingwood Avenue, and Lodge Avenue Church at 706 Lodge Avenue. At the beginning of 1922 Rev. J. L. French was pastor of the former and Rev. L. A. Worley of the latter. There are also two United Presbyterian congregations in Toledo. The First United Presbyterian Church is on the corner of Delaware and Gleenwood avenues, and the East Toledo Church is at the corner of Berry Street and Navarre Avenue.

PROTESTANT EPISCOPAL

On April 23, 1837, Rev. Narcissus Lyster, a Protestant Episcopal minister, held services in the court room at Toledo, which was the introduction of this denomination into the city. No church was organized at that time, but about a year later a small society was formed at Manhattan. It was short lived, however, and perished without leaving a history.

In May, 1840, Bishop McIlvaine visited Toledo and held services in the Congregational Church. An Episcopal Church had been established at Maumee and after the bishop's visit, Rev. Joseph S. Large, rector of the Maumee Church, came to Toledo on Sunday afternoon and held service in a frame building on Summit Street, between Cherry and Walnut. In March, 1842, Bishop McIlvaine again visited Toledo. A meeting was held and Trinity Church was organized. Among the early members of this church were some of the most prominent men in the city, viz.: Leverett Bissell, Egbert B. Brown, Theo S. Daniels, Truman C. Everts, James I. Fullerton, Daniel O. Morton, Andrew Palmer, Charles B. Phillips, Emery D. Potter, Charles I. Scott and Myron H. Tilden. In a letter written by Judge Emery D. Potter, at the time of the semi-centennial observance of the establishment of the church, the writer gives the following interesting account of its organization.

"At that time the only house of worship in the town was a small wooden structure, standing where St. Francis de Sales Church now stands. This was a Presbyterian Church. There was a Methodist society here, which held its meetings in a hall on Summit Street, between Cherry and Locust. These were the only places where religious services were dispensed. But the subject of a church was agitated, till finally a public meeting was called to discuss the matter. A mixed multitude of believers and people who had no belief at all assembled. Most of our leading men, those who were expected to contribute the means to erect the church were Unitarians, or professed to be; some were friends. After a lengthy discussion, a vote was taken as to whether it should be a Unitarian or an Episcopal Church. The Episcopalians carried the day by a small majority. The discussion, however, had waxed so warm between the Trinitarians and the Unitarians, that when the name of the church was to be agreed upon the Trinitarians, that no doubt should remain as to the character of the church, christened it 'Trinity.'"

At a meeting held on December 19, 1842, the church organization was completed by the election of Emery D. Potter, senior warden; Andrew Palmer, junior warden; Leverett Bissell, Hiram C. Clark, Leander Hill, Levi S. Lownsbury, Daniel O. Morton, Alexander Ralston, Dwight F. Stow and Myron H. Tilden, vestrymen. Rev. Joseph S. Large was invited to continue his sermons and in April, 1843, he became rector of the church.

In July, 1844, the American Land Company donated two lots (163 and 164 Port Lawrence) for a church site, on condition that the society erect thereon a building "and forever occupy the premises for a church and parsonage, and for no other purpose whatever." These lots, on the corner of Adams and St. Clair streets, were accepted by the society and a frame building was consecrated by Bishop McIlvaine on November 16, 1845. Rev. D. J. Burger was then rector. He served until his death in June, 1847, after which several ministers declined the rector-

REV. JAMES HANNIN (1826-1902)
Founder and Rector of St. Patrick's Parish

ship, and in March, 1848, Rev. Henry B. Walbridge accepted at a salary of $750 per year. He served as rector until 1868 and during his administration the present house of worship was erected. It was dedicated on April 5, 1866, when the cost was reported as $42,000. Several changes and improvements have been made since that time, among which was the installation of an organ, which cost $16,000. In June, 1922, Rev. Elliott F. Talmadge was the acting rector.

The Church of St. John the Evangelist was started in 1860 as a mission of Trinity Church. In December, 1861, Rev. N. R. High, of Logansport, Indiana, came to Toledo as assistant rector of Trinity Parish and took charge of the mission. In April, 1863, the mission was organized as the Church of St. John. The first officers were as follows: Timothy Tredwell, senior warden; Thomas Jackson, junior warden; Henry Bennett, T. Crampton, A. L. Kelsey, W. L. Lamb, G. H. Martin, William Merchant, Daniel Segur and C. M. Woodbury, vestrymen. A frame chapel had previously been erected on Eleventh Street, between Washington and Monroe, and in the spring of 1864 the rectory was built. Fire caused considerable damage to the church building in 1866, but it was immediately repaired and made larger. Mr. High remained as rector until about two weeks before his death on February 19, 1884. Rev. William C. Hopkins was rector of this church for several years during its existence.

Miss Anna Church, a member of Trinity Church, lived on Erie Street, near Bush, in 1868. In the spring of that year she invited a number of Episcopalians living in that part of the city to meet at her residence and the result of the meeting was the organization of a mission. A frame building for a chapel and a rectory were built on Stickney Street, near Huron, and the mission was organized as Grace Episcopal Church in February, 1873. F. L. Nichols was the first senior warden; E. G. Peckham, junior warden, and the following were the vestrymen: W. W. Backus, Henry Bennett, A. G. Clark, A. L. Kelsey, Irwin I. Millard, Emery D. Potter, Jr., William Shiell and Courtland Yardley.

In the summer of 1869 Rev. James Mulcahey, rector of Trinity Church, began holding services in the Chamberlain Hall at Broadway and Segur Avenue. The result of these meetings was the organization of Calvary Mission about two years later. A chapel was built on Broadway for the new mission and Rev. E. T. Perkins was placed in charge. Under his ministrations Calvary Episcopal Church was organized. The burning of the chapel caused a temporary cessation in the work, but in 1878 a new house of worship, a substantial brick structure, was erected at Western Avenue and Broadway. The name was subsequently changed to St. Alban's Church, of which Rev. W. W. Willard was pastor at the beginning of 1922.

St. Paul's Episcopal Church, at Fourth Street and Euclid Avenue, was established as a mission of Trinity Church in 1883. It was organized as a separate parish in 1890, with Rev. E. R. Atwell as the first rector. A rectory was built in 1893. The rector in June, 1922, was Rev. Charles P. Burgoon.

St. Mark's, though one of the youngest, is one of the strongest Episcopal parishes in the city. This society was organized soon after the beginning of the present century and the church edifice, which cost $110,000, was dedicated on February 4, 1906. Rev. Robert S. Chalmers was rector in the spring of 1922. The church is located at the corner of Virginia Street and Collingwood Avenue.

St. Andrew's Church, at Auburn and Milburn avenues, of which Rev. Ansel

R. Morrell was vicar in June, 1922, and the Mission Church of the Holy Spirit, at Lewis and Sylvania avenues, complete the list of Episcopal organizations in Toledo.

ROMAN CATHOLIC CHURCH

Mention has been made of Fathers Potier and Burke, who were sent as missionaries to the Indians of the Maumee Valley in the latter part of the Eighteenth Century. After them no work was done by the Catholics in this region until work was commenced upon the Miami & Erie Canal. Among the laborers on the canal were many Catholics and in 1837 Bishop Purcell sent Fathers Emanuel Thienpont and Edward Collins to attend their spiritual wants. Father Collins did not arrive, however, until the early part of 1838. These two priests visited the construction camps along the canal from the mouth of the Maumee to Fort Wayne, Indiana, traveling on horseback. They were followed by other priests, among whom were Fathers Machebeuf, McNamee and Howard. In November, 1839, Father Machebeuf visited the laborers on the national road between Fremont and Perrysburg. He then came to Toledo, which was then a straggling village of a few frame houses and log cabins. Here he found several families ill with the "Maumee fever," who needed spiritual comfort and consolation. A room was rented and before an altar of goods boxes, decorated with colored cloth, this French priest said the first mass ever celebrated in Toledo. The few Catholic families were organized into a parish and in 1841 Rev. Armedeus Rappe was sent to them as priest. He remained in charge until 1846. While here he purchased the church building on Superior Street that had been erected by the Presbyterians (or Congregationalists), remodeled it and dedicated it to the Patron Saint Francis de Sales. This was the first Catholic parish organized in Toledo.

On October 10, 1847, Father Rappe was consecrated the first Bishop of Cleveland. He was succeeded in the parish by Rev. Louis de Goesbriand, who served the parish for two years, when Rev. Philip Foley came to Toledo. He built an addition to the church at a cost of $2,000. In 1862 the old church was moved and ground was broken for a new structure. Services were held in the new building for the first time in 1869, but it was not dedicated until the following year. Its cost was $70,000 and at that time it was the finest church building in Toledo. Monsignor John T. O'Connell, who is also vicar-general of the Toledo Diocese, has been pastor of this parish for more than a quarter of a century. Such is the brief history of the oldest Catholic parish in Lucas County.

Until 1854 St. Francis de Sales was the only Catholic Church in the city. By that time the number of German Catholics had increased and some two hundred of them petitioned for a church in which they could conduct services in the German language. The petition was granted and in January, 1854, Rev. Charles Evrard was appointed the first priest at St. Mary's. Although a Frenchman, with an imperfect knowledge of the German tongue, Father Evrard's zeal won the respect of his parishioners, with the result that two lots on the corner of Cherry and Michigan streets were purchased, a church was erected, and on March 22, 1857, the building was dedicated. In 1866 this building was enlarged and the spire added, bringing the cost up to $45,000. From 1869 to 1904 the church was under the care of the Jesuit Fathers. Rev Charles Jansen was pastor in 1922.

ST. PATRICK'S CHURCH

The establishment of St. Mary's parish encouraged the French Catholics of Toledo to ask for a church of their own. Father Evrard was instructed to organize the parish. The result was that in 1854 St. Joseph's Church was founded. At that time there were about one hundred and fifty French families living in Toledo, or within a few miles of the city. For their benefit a small frame chapel was built on the grounds now occupied by the Ursuline Convent, corner of Cherry and Erie streets, and in 1862 Rev. James Rouchy was appointed resident priest. Rev. Modestus Jecker took charge of the parish in 1868 and in 1876 purchased three lots on the corner of Erie and Locust streets for a church. The building was completed by Rev. Andrew Sauvaudet and was dedicated on December 8, 1878. Rev. P. G. Schoendorff was in charge of this parish in 1922.

In 1862 Rev. Edward Hannin was commissioned by Bishop Rappe to organize a parish in the southern part of Toledo. A site on the corner of Thirteenth Street and Avondale Avenue was purchased by Father Hannin and on July 6, 1862, was laid the corner-stone of St. Patrick's Church. The building was completed at a cost of $27,000 and was dedicated on St. Patrick's Day (March 17), 1864, by Bishop Rappe. St. Patrick's Academy was erected soon afterward and in 1874 Father Hannin completed the building known as St. Patrick's Institute. Work was commenced on a new church edifice in 1892. It was dedicated in 1901 and cost $150,000. Rev. James P. McCloskey has been pastor of this parish for more than a decade.

St. Peter's Church (now SS Peter and Paul's) was organized in 1866 by Rev. Peter Danenhoffer and is an offshoot of St. Mary's. Lots on the corner of St. Clair and Hobart streets were purchased and a two-story brick building was erected, which was used both as a church and a schoolhouse. In 1875 a new church structure, which cost $34,000, was dedicated. It was remodeled and enlarged in 1891. Rev. Henry E. Boesken was in charge of this parish in 1922.

Father Hannin, pastor of St. Patrick's, organized the Church of the Immaculate Conception in 1867. The church edifice, which is on the corner of Eastern Avenue and Maumee, cost $65,000 and was dedicated in 1896 by Bishop Horstman. This parish was organized at the request of Father Hannin, St. Patrick's being too large. Rev. John Quinn was the first resident priest. The pastor in 1922 was Rev. E. M. O'Hare.

A second French Catholic Church was organized in 1871 and was named St. Louis'. Rev. Modestus Jecker, of St. Joseph's, served as priest until the completion of the church building in 1872, when Father Gauthier was installed as pastor. This church is located at 453 Sixth Street, East Toledo. A school was established in 1880. In 1922 the pastor of this church was Rev. Gustav H. Ricken.

The Church of the Good Shepherd was organized in 1872 by Rev. R. A. Byrne. It was organized in the old Union Church building, in the southeastern part of the city, which building was afterward used as a round house by the Pennsylvania Railroad Company. The next year a site on the corner of Clark and Nevada streets was purchased and a church erected thereon. In August, 1875, Rev. Patrick O'Brien came to this church as pastor. For more than a quarter of a century he was associated with the Church of the Good Shepherd and the Church of the Immaculate Conception. In 1922 the pastor of this church was Rev. George A. Branigan.

St. Hedwig's, the first Polish Catholic Church in Toledo, was organized in

1874. Prior to that time the few Polish families in the city had been ministered to by priests from Chicago. Father Lewandowski was the first pastor. A site on the corner of Dexter and Lagrange streets was purchased and a building erected, which was used both as a schoolhouse and church. This building was almost entirely destroyed by fire in February, 1886, but it was rebuilt and used until the present handsome stone structure was dedicated in 1892. Rev. Benedict Rosinski was pastor of this church in 1922.

In 1881 the second Polish Catholic Church was organized under the name of St. Anthony's. The next year the church building was erected on the corner of Junction and Nebraska avenues, a schoolhouse was built in 1883, and in 1884 Rev. M. F. Orchechowski was installed as resident priest. The growth of the parish necessitated a new church building and a stone edifice was erected at a cost of $95,000. It was dedicated on July 15, 1894. Rev. A. J. Suplicki has been pastor of this parish for a number of years.

About one hundred German families petitioned the bishop in March, 1883, to separate them from St. Mary's parish and permit them to organize a new church. The petition was granted and the Sacred Heart Church was organized with Rev. John Thein as the first pastor. Father Thein bought eight lots at Sixth and Oswald streets, East Toledo, and a combination building for church and school purposes was erected. The present church building was erected in 1899-1900. In 1899 the pastor was Rev. John P. Haupert.

St. Ann's Church was organized on July 3, 1898, by Rev. J. H. Muehlenbeck. In May, 1899, the corner-stone of the combination church and school building was laid, and it was dedicated on July 8, 1900. The building is of Sandusky stone and is three stories high. The first floor is used for church purposes, the second for the school, and the third is a parish hall. The membership is composed chiefly of Germans and Belgians. This church is located on Horace Street, near Detroit Avenue, and in 1922 the pastor was Rev. Frederick A. Houck.

St. Stephen's is a Magyar parish and was organized in 1898. The same year a frame house of worship was erected on the corner of Consaul and Genesee streets, at a cost of $3,000. The pastor of this church in 1922 was Rev. E. G. Eordogh. In 1914 a new edifice of brick was consecrated.

DIOCESE OF TOLEDO

All of the above mentioned churches, as well as several others in the city, were organized while Toledo was in the Diocese of Cleveland. On April 15, 1910, the Diocese of Toledo was established. It embraces all that part of Ohio lying north of the southern limits of Allen, Crawford, Hancock, Van Wert and Wyandot counties, and west of the eastern boundaries of Crawford, Ottawa, Sandusky and Seneca counties. Rt. Rev. Joseph Schrembs was consecrated Bishop of Toledo on August 11, 1911, and served as such until May 11, 1921, when he was transferred to Cleveland. He was succeeded by Rt. Rev. Samuel A. Stritch.

In 1912 the Diocese bought the tract of land lying at the southeast corner of Islington Street and Collingwood Avenue which, except for one residence, was vacant. This had been held by the city school board for some time. Another site for Scott High School having been obtained, this property was sold. In a short time was erected the beautiful school building now known as Cathedral Chapel, facing

THE CATHEDRAL, DIOCESE OF TOLEDO
Collingwood Avenue and Islington Street

Collingwood Avenue, a heating and power plant and at the west end facing Islington Street, a capacious bishop's residence and Diocesan offices. These buildings were planned architecturally to harmonize with the Cathedral to be erected within the group and on the corner reserved. In 1922 plans were developed for the erection of the Cathedral. The building is to cost, with its furnishings, about one million dollars. In two days of intensified campaign, but with quite remarkable ease, $537,000 of the expense of this building was subscribed within the Cathedral parish, alone. The balance of the cost will be provided, as building progresses, through the ordinary processes of the church, supplemented by such special efforts as may be necessary.

The Cathedral will be the most elaborate church edifice in the city. Its architect was the late John T. Comes of Pittsburgh, who died at the age of 49, April 15, 1922. Speaking of the architecture, and the inspiration thereof, selected for the new Cathedral, Mr. Comes said:

"The architectural style was determined when the sketches for the whole group were made. The name of the Diocese of Toledo in the New World suggests the idea of securing from Spain, the country of the ancient Diocese of Toledo, the inspiration for this Cathedral group. The architecture of Spain was chosen from that period of Spanish Architecture, technically known as 'Platteresque.' But no matter how interesting and beautiful any historical style may be, it is impractical and undesirable from an architectural and artistic standpoint to copy it literally. The style must be changed and adapted to suit the circumstances of time and place, not to mention the cost.

"So while the 'Platteresque' which is a transitional style developed between the Gothic and the Renaissance, may be all right for Spain, it necessarily has to undergo some transformation in the mind of the architect to make it suit the conditions mentioned. Besides no serious-minded architect, one who puts his whole strength into his work, would be content to copy any work, no matter how beautiful. He may go to the past for inspiration, but he cannot stop there. He must, after all, live and work in the present and after he has secured an historical and Catholic background, he must achieve success by interpreting this spirit in the full light of the present day requirements. Only in this way can a contribution be made to American Catholic Architecture.

"The 'Platteresque' belongs to the romantic style; it is not bound down by the hard and fast rules of the classic or even the Renaissance styles. It has proved itself quite plastic and adaptable in the Toledo Cathedral plans.

"Those who are interested in figures and dimensions, will find them below. Seating capacity including Lady Chapel 1800, gallery 500. Length 241 feet, width through Cathedral and Lady Chapel 190 feet. Width of main Church 80 feet, width of nave 52 feet. Height of nave from floor to ceiling 75 feet. To ridge of roof 90 feet. Height of tower 233 feet."

According to the "Official Year Book" of the Diocese for the year ending on October 1, 1921, there were then twenty-five parishes in Toledo. In addition to the ones above enumerated, these parishes were as follows:

Cathedral Chapel, at Collingwood and Melrose avenues; Rev. A. J. Dean, pastor.

Gesu Church, which is really a mission of St. Mary's and is under the pastoral care of Rev. Charles Jansen.

Holy Rosary, established in 1906 and located on the corner of Hull and York streets, East Toledo; Rev. Anthony A. Pirnat, pastor.

Our Lady of Perpetual Help, located at 3066 Broadway, with Rev. James A. Lane as pastor.

St. Adelbert's, a Polish parish, is located on the corner of Lagrange and Oakland streets; Rev. J. P. Wachowski, pastor.

St. Agnes', located on Martha Street, near Phillips Avenue, West Toledo; Rev. Edmund A. Widmer, pastor.

St. Charles', situated at the intersection of Detroit Avenue and Wayne Street; Rev. Charles Herr has been pastor for a number of years.

St. James', a comparatively new parish located on Colburn Street, near Broadway; Rev. L. J. Mayle, pastor.

St. Michael's, organized in 1900; located at Chase and Sandusky streets; Rev. William A. Harks, pastor. There is also a Greek parish called St. Michael's, located on Valentine Street; Rev. Augustine Komporday, pastor.

St. Stanislaus', located at 811 Detroit Avenue, was organized in 1907; Rev. F. J. R. Czeleusta, pastor.

St. Teresa's, a new church at 1457 Dorr Street, is under the pastoral care of Rev. T. A. Kennedy.

St. Thomas Aquinas', one of the newer parishes, is located at the corner of Idaho and White streets, East Toledo; Rev. Francis J. Keyes, pastor.

UNITED BRETHREN

In the list of churches, as given in the Toledo City Directory for 1921, there are eight United Brethren societies. The first of these was organized in 1868 by Rev. Edward Lorenz, who was the first pastor. It was named Salem Church and a house of worship was erected at 654 Hamilton Street. Rev. R. J. Simon was pastor in 1922.

Memorial United Brethren Church, located at the corner of Lawrence and Palmwood avenues, was organized in 1894, by Rev. F. P. Rosseleau. This society owns a house of worship that cost $35,000 and at the beginning of 1922 was under the pastoral care of Rev. John B. Boney.

The Second United Brethren Church was organized in 1899 by Rev. M. R. Scouten. For a time meetings were held in a vacant store room. In 1900 a site was purchased at the corner of Dorr Street and Upton Avenue and a frame church erected at a cost of $5,000. Rev. Howard H. Stahl was pastor of this church at the beginning of 1922.

Two churches of this faith were organized in 1901. Rev. S. W. Shoup, then pastor of the Memorial Church, founded a mission on Colburn Street, near Broadway, which later became the Colburn Street Church. A brick house of worship, costing $12,000, was dedicated in 1905. Rev. O. E. Knapp was pastor of this society in 1922.

The other church organized in 1901 was the East Broadway congregation. A $20,000 church building, at the corner of East Broadway and Navarre Avenue, was dedicated in 1910. At the beginning of 1922 the pastor of this church was Rev. Curtis B. Fletcher.

The other three United Brethren churches are of more recent origin. They

FIRST UNITARIAN CHURCH
Corner of Bancroft and Collingwood, erected in 1923

JEWISH TEMPLE

are: The Oakdale Church, at the corner of Oakdale Avenue and Pool Street, East Toledo; Rev. Lewis Moore, pastor. Hebron Church, at 521 Spencer Street; Rev. H. V. Clarke, pastor. And Somerset Church, on Somerset Street, near Wayne, Rev. J. S. Engle, pastor.

MISCELLANEOUS

There are five Jewish religious organizations in Toledo, to wit: Anshe Sford Congregation, which meets at Canton and Scott streets, Lewis Klein, rabbi; B'Nai Israel Synagogue, Twelfth and Bancroft streets, Hertz Benowitz, rabbi; B'Nai Jacob Synagogue, Twelfth and State streets, Abraham Leibovitz, rabbi; Collingwood Temple, Reformed Hebrew, at Collingwood and Acklin avenues; and Shar Zedeck Synagogue, at Mulberry Street and Stickney Avenue.

The first Unitarian Church of Toledo was organized in 1862 in a frame building on the corner of Adams and Superior streets which had formerly been used by the Christian denomination. Later, a fine brick church was built at Ashland Avenue and Prescott Street. This building was sold by the congregation in the fall of 1921-22 to the Salesian Society, to be occupied as a club house, the church having obtained a fine site at the northeast corner of Collingwood and Bancroft, on which in the late fall of 1922 was commenced the erection of a new building. This edifice, when completed, will be a striking feature of Collingwood Avenue. It is of brick in Georgian style, with a beautifully modelled spire of that period, the main building facing Collingwood and a well appointed parish house at the rear facing Bancroft. June 18, 1922, Rev. Horace Westwood, still pastor of this church, held services in the old building for the last time.

The Hellenic Orthodox Greek Church meets at 330 Walnut Street, and the Greek Orthodox Syrian Church at Elm and Erie streets; All Saints' Episcopal Mission (colored), is located at City Park and Pinewood avenues; the Christian Faith Band meets at 1724 Canton Avenue; the two congregations of the Church of God meet at 1672 Dorr Street and 1101 Woodstock Avenue; the Church of the Brethren worships at Madeleine and Woodville streets, East Toledo; the Church of the First Nazarene meets at Lawrence and Delaware avenues; the First Free Methodist Church is located at 1612 Ottawa Street, with Rev. W. A. Sayre, as pastor.

On the corner of Brown and Woodland avenues is the German Apostolic Church; the New Thought Center of Truth meets in the Summit-Cherry building; the Nazarenes meet at 629 Main Street; the Pentecostal Assembly, at 126 Michigan Street; the Church of the New Jerusalem (Swedenborgian) is located at 2530 Lawrence Avenue; and the Seventh Day Adventists have a chapel at 855 Orchard Avenue.

The Salvation Army maintains its headquarters at 137 Erie Street; the Union Church is located on Point Place Road near Riverside Drive; and services of various sects are held in Gospel Hall on Tenth Street, near Washington.

Missions—A number of missions have been established in the city. The most important of these are the Adams Street Mission, 572 Ontario Street; Mission of the Holy Spirit, Lewis and Sylvania avenues; Toledo City Mission, and the Episcopal City Mission, which meets in the Trinity Parish House.

No review of religious history of Toledo would be complete without at least

a brief sketch of the life and services of Father Edward Hannin, the founder and first pastor of St. Patrick's Roman Catholic parish. Although in his grave for twenty years, the aroma of his holy and self-sacrificing life still exists. Toledo has had many noble and able and unselfish men in its pastorates, of all sects and creeds. It belittles none of them to specially note the career of this priest. Very Reverend Edward Hannin was born December 22, 1826, on a farm in County Sligo, Ireland, of parents in fairly comfortable circumstances. His primary education was had in certain schools quietly supported by Irish patriots in opposition to those favored by friends of England. By way of secondary education he studied in Dublin for the civil service, and in his twentieth year he left school with some education as an architect and civil engineer. For a short time he was active in these lines until the famine of 1846 drove him to Liverpool where he remained two years in commercial activities. America's generous response to his country's distress turned his eyes and ambitions westward. He reached New York, May 20, 1849, and after about a year, during which he determined upon the priesthood, he began preparatory studies at Geneva, New York, and in 1853 he entered St. Mary's Theological Seminary, in Cleveland. Bishop Rappe, the first occupant of the episcopal seat of the new Diocese of Cleveland, consecrated him to the priesthood June 1, 1856, and assigned him as an assistant priest attached to the Cathedral, and later gave him secretarial duties in the diocesan administration. The year before, Father Matthew, the noted apostle of temperance, visited the seminary and enlisted this student's warmest advocacy of his cause. Thereafter, as an important part of his never-ending activities, promotion of total abstinence was Father Hannin's ceaseless care.

In April, 1862, the bishop sent Father Hannin to Toledo to organize a new parish to accommodate the growing number of communicants who were of a different old-world extraction than those most numerous in other congregations. The result was St. Patrick's parish and the several parish churches, elsewhere noted. Thereafter, to his death, he was rector of St. Patrick's, although in his declining years he was obliged to resign many activities to stronger physiques. His executive and administrative ability being recognized by his superiors in the Church, for nearly two years (August, 1870, to April, 1872), he took over the temporary administration of the diocese by direction of Archbishop Purcell, remaining until the consecration of Bishop Gilmour. In 1889, the Diocesan Synod made St. Patrick's parish an irremovable rectorate, and Father Hannin an irremovable rector.

The present magnificent St. Patrick's Church was long in building, and Father Hannin's first opportunity to officiate in the completed structure was not until Christmas morning of 1900. Within two years (December 14, 1902), he died, revered alike by all the people of Toledo. He laid down a life inextricably and beneficially involved in the expansion of the city from a straggling and rude provincial town to a metropolis. To no single life, lived in his time, does the city owe more for moral and spiritual upbuilding.

CHAPTER XX

EDUCATIONAL DEVELOPMENT

EARLY LEGISLATION—OPPOSITION TO FREE SCHOOLS—THE PIONEER SCHOOLHOUSE—THE COURSE OF STUDY—RURAL SCHOOLS—EARLY TEACHERS—TOWNSHIP STATISTICS—TOLEDO PUBLIC SCHOOLS—EARLY HISTORY—SELECT SCHOOLS—THE AKRON LAW—BOARD OF EDUCATION—CENTRAL HIGH SCHOOL—MODERN PUBLIC SCHOOLS—TOLEDO UNIVERSITY—MANUAL TRAINING—ST. JOHN'S COLLEGE—MISCELLANEOUS SCHOOLS—TOLEDO PUBLIC LIBRARY—LUCAS COUNTY LIBRARY.

Although the Ohio Legislature in 1825 passed an act providing for the establishment of a system of common schools, it was several years after that before a free public school system worthy of the name was placed in successful operation. But it must not be inferred from this that education was entirely neglected by the early settlers of Lucas County. A few of the pioneers were financially able to send their children to good schools at a distance from home; but most of them were too poor to afford such a luxury and were compelled to depend upon such local schools as they could maintain. The first schools in what is now Lucas County were subscription schools—that is, the parents "subscribed" or agreed to pay a certain sum for each child sent to the school. A little later a system was adopted whereby each head of a family was assessed according to the number of his children of school age.

At the present time, when the public schools are open to all, without regard to financial or social standing, it is no disgrace to attend a free school. A century ago such was not the case, the free schools frequently being termed "pauper" schools by those who could afford to pay for educating their children in a private school. Consequently, the early settlers of moderate means made many sacrifices to educate their offspring. Parents who possessed some education taught their children at home, when time could be spared from the work of building up a home in a new settlement. Many poor boys, thus guided by a father or mother, studied their lessons by fire-light, or the light of a tallow candle, and not a few of them acquired sufficient learning to "make their mark" in after years.

THE PIONEER SCHOOLHOUSE

The first schoolhouses in Northwestern Ohio were almost invariably of logs. Before public funds were provided for the erection of school buildings, whenever a sufficient number of families located in a neighborhood to justify a school, the settlers would get together and build a schoolhouse at some central point. The

roof was of clapboards, or shakes, rived out of a straight-grained oak with an implement called a frow. Puncheons for a floor were split from logs and after the floor was laid the upper side of the puncheons would be leveled to a comparatively smooth surface with an adz. Sometimes the only floor was mother earth. At one end of the house was a huge fireplace, capable of taking in sticks of wood four or five feet in length. On very cold days, when it was necessary to have a large fire, those sitting near the fireplace would almost roast, while others in the rear of the room would be suffering with cold. Changing seats was therefore a common occurrence and some disorder in the school resulted.

At each side of the house a log would be left out for practically the whole length of the room for a window. If glass could be obtained, a real window would be placed in the opening. If not, light sticks were fastened in the aperture and to these would be pasted oiled paper or muslin. Such a window would let in some light, but on dark, cloudy days the eyes of the pupils were severely tested. The door was made of puncheons, hung on wooden hinges and fastened with a wooden latch.

The furniture was in keeping with the house. Seats for pupils were made of split saplings, from eight to ten inches in diameter, the split surface being smoothed with a draw-knife. In the half round side holes were bored with a large auger and into these holes stout pins were driven for legs. The legs stood at an angle that would prevent the "bench" from tipping over. In some districts the carpenters were thoughtful enough to make the benches of different heights, to accommodate children of different ages, but in many of the houses the little fellows were compelled to sit on benches where their feet would be several inches from the floor. Along one side, under the window, pins were driven into one of the logs to support a wide board for a writing desk. Here the scholars took turns at their writing lessons. Scientific lighting, heating and sanitation were unknown. Yet in the old log schoolhouse of this type, United States senators, chief justices, and even Presidents, received their rudimentary education.

THE COURSE OF STUDY

The frontier school teacher was not a graduate of a normal school. In fact, very few of them had ever attended a higher institution of learning. If an applicant for a school could spell well, read understandingly, write well enough to "set copies" for the pupils, and knew the arithmetic as far as the "Rule of Three," he was considered qualified to teach. The instruction given in most of the frontier schools was therefore confined to spelling and the "three R's." Perhaps some of the young people of the present generation may not know just what is meant by the "three R's," so a little explanation may not be amiss. As reading, writing and arithmetic were considered the essentials of an education, the "g" was frequently dropped from reading, the "w" and "g" from writing, and the "a" from arithmetic, and the three branches were referred to as "Readin', 'Ritin' and 'Rithmetic," which gave rise to the expression—"the three R's."

In the study of penmanship, the scholars were not provided with lithographed copy-books as at the present time. A few sheets of fools-cap paper sewed together and covered with a sheet of wrapping paper—a home-made affair—constituted the

THE ERIE STREET SCHOOL

In which many Toledo citizens now in active life received their primary education

copy-book. At the top of the page the teacher would "set a copy," i. e., write a line for the pupil to imitate. These copies were often designed to teach a moral lesson, as well as afford a specimen of penmanship; such as "Whatever is worth doing is worth doing well," "A penny saved is a penny earned," "Never postpone until tomorrow what you should do today," etc. As the term of school rarely lasted more than three months in the winter season, and each new teacher had a different style of handwriting, the wonder is not that so many of the children of that day learned to write well, but that they learned to write at all.

Probably more time was devoted to spelling than to any other branch of study. Spelling classes were heard the last thing before noon and just before the close of school in the afternoon. In these classes the words were pronounced, or "given out," by the teacher. If a scholar missed a word and the next spelled it correctly, the one who spelled it correctly passed above the other in the class. The one who stood at the head of the class each day received a "head-mark" and the next day took his place at the foot. At the close of the term, the one having the most "head-marks" was awarded a prize. Usually the last hour of every Friday was devoted to a spelling match, and spelling schools of evenings were of frequent occurrence. In these spelling schools both parents and pupils participated and it is doubtful if any modern entertainment can equal the old-fashioned spelling school in interest or in lasting benefit to those engaged. Sometimes one school would spell against another and the loyalty of each district to its spellers was remarkable. In these contests when one misspelled a word he took his seat and the one who was left standing was declared the victor. To "spell down" an entire school district was considered quite an achievement. Eggleston, in his "Hoosier Schoolmaster," gives a graphic description of an old-time spelling school, in which the champion, "Jeems" Phillips, was spelled down by the new teacher.

Old residents can no doubt recall the blue-backed spelling book (Webster's Elementary), McGuffey's readers, Ray's "Practical Arithmetic," which many think the best textbook of its kind ever printed, Mitchell's or Olney's geography, and Butler's or Pinneo's grammar. These were the standard textbooks of early days, and in the study of them many of our best citizens laid the foundation of their education and success.

RURAL SCHOOLS

One of the earliest schools within the present limits of Lucas County was taught in what is now Waterville Township. Each winter season from 1825 to 1828, Deacon Hiram P. Barlow gathered the children of the settlers in the building known as the "Old Rex Ox-Mill" and gave them such instruction as he could in the elementary branches. It is not known how many pupils he enrolled, or what compensation he received. Another early teacher in this township was Miss Olive Gunn, who taught as early as 1832. As Maumee was an older settlement than Waterville, it is quite probable that the first school in the county was taught there, but when it was taught, or by whom, is uncertain.

The history of the public school system in Lucas County dates from 1836. In that year a partial report from the several school districts showed the school population of the county to be as follows:

Port Lawrence Township	119
Swan Creek and Wing Townships	35
Waterville Township	185
Waynesfield Township	575
Total	914

Only two districts in Port Lawrence Township (Toledo) made a report. Swan Creek and Wing townships, which constituted one school district, are now in Fulton County. Providence, Springfield and Swanton townships were erected in 1836, but not in time to make separate reports. From the above table it will be noticed that more than one-half the school population was in Waynesfield Township, which included the Town of Maumee, then a larger place than the City of Toledo. The total amount of money collected in the county for school purposes in 1836 was $626.68.

In several of the townships of the county schools were established before the township was set off as a separate political organization. A schoolhouse was built in Providence Township in 1828, eight years before the township was organized. It was located on the Peter Manor Reserve and afterward was known as District No. 1. It was a log house and the first school was taught there in the fall of 1828 by Martha McKarns. Cyrus H. Coy, who was elected county treasurer in 1853, was one of the early teachers in Providence Township.

One of the first acts of the authorities of Springfield Township, when it was erected in 1836, was to divide it into three school districts and make provisions for the establishment of public schools, though it was not until some years later that these provisions were fully carried out.

The first schoolhouse in what is now Swanton Township was built in 1835. It was of logs, located near the northern boundary of the township, and the first school was taught during the winter of 1835-36 by Daniel L. Westcott. Ten years later he was elected surveyor of Lucas County. Other early teachers in Swanton were: Samuel Durgin, Frederick Curtis, Mary S. Crosby, Peter Holloway, Harvey McCoy, Caroline Wood, Lemuel Johnson, Mary E. Durgin, Eliza E. Scott, Mary J. Scott, Addie Bennett, Cynthia Curtis, Sophia P. Thompson and Margaret Emery. Cyrus H. Coy also taught a term or two in this township.

In 1834, four years before Sylvania Township was created, Gen. David White built a schoolhouse at the settlement known as Whiteford and a school was taught there the following winter, but the name of the teacher has been lost. School districts were laid out in this part of the county in 1837 and in 1844 William Bancroft, Horace Green, John U. Pease and Haskell D. Warren obtained a charter from the State Legislature authorizing them to establish the Sylvania High School. About that time the public school directors in District No. 2 were preparing to erect a school building. The Sylvania High School Company proposed to join with them in the project. The result was a two-story building, on the upper floor of which was the High School, while the lower floor was occupied by the public school. Some years later the High School Company went out of business, donating all its interest in the building to the public school authorities.

NATHAN HALE SCHOOL
Erected in 1921 at an approximate cost of $525,000. Located on Shenandoah Drive in Westmoreland addition

SHERMAN SCHOOL
Completed in 1917; located on intersection of Sherman, Walnut and Peck streets
Approximate cost $362,000

In what is now Richfield Township a log schoolhouse was built near the present hamlet of Berkey in the summer of 1837. Two years later the township was organized and in 1843 the second schoolhouse was erected. It was near the northeast corner of the township. In 1850 the third schoolhouse was built in the southwestern part. All these early buildings were of logs. The writer was unable to learn the names of the early teachers in this township.

Elizur Stevens taught the first school in Oregon Township in the fall and winter of 1834. The house in which he taught was a small log structure on the Woodville road. Late in the year 1837 Mr. Stevens joined the Canadian "Patriots" in their insurrection, was captured by the British and transported to Van Dieman's Land, where he was held for some time as a prisoner. Upon being released he returned to the United States, broken in health, and died at the home of his father in Lebanon, New York. When the township was erected in the fall of 1837, it was at once divided into four school districts, to which $70.35 of the public school fund was distributed. Among the early teachers in the public schools of Oregon were Napoleon Denny and Julia Ann Whitmore.

Spencer Township's first schoolhouse was built late in the year 1836, nearly nine years before the township was established as a separate organization. This log house was constructed without the use of a single nail, the clapboards of the roof being held in place by poles, the puncheons forming the door being fastened together with wooden pins, which were also used in fixing the wooden hinges in position. A small window of 8 by 10 inch window glass on each side of the house admitted a little light, and here Chester Holloway taught a school as soon as the house was finished. The township was set off in March, 1845 and on the 14th of April it was divided into four school districts, in each of which a public school was established that year.

The territory comprising Monclova Township was included in Springfield, Swanton and Waynesfield townships until 1853. The first school within the present limits of the township was established in 1838. The schoolhouse was built on land donated by Hezekiah Hubbell, in the Village of Monclova. Among the early teachers were: C. C. Allman, Anna Carter, Sarah E. Gardner, Moses Sargent and Jonah Brewster.

The compensation of the early teachers in the public schools of Northwestern Ohio ranged from eight to fifteen dollars per month. In a few instances the salary of a teacher of exceptional merit would be augmented by subscriptions on the part of the patrons of the school. As population and wealth increased, the log schoolhouses gave way to frame structures, which were in turn superseded by brick buildings, and the pay of the teachers was increased. Within recent years public schools in the rural districts have been consolidated and pupils are transported at public expense to and from school. By this method better schoolhouses have been built and a better system of grading has been inaugurated. A few years ago Lucas County had ninety-seven schoolhouses of only one room each, in which a single teacher was employed. In 1921 there were but thirty one-room houses in the county and the board of education had in contemplation plans which would consolidate several of these with other schools. The following table shows the general condition of the rural schools, by townships, at the close of the school year 1921-22:

Township	No. School-houses	No. Teachers	No. Scholars	Value of Buildings and Grounds	Value of Equipment
Adams	4	14	501	$ 200,000	$ 3,000
Jerusalem	8	10	312	20,000	1,000
Monclova	1	8	220	75,000	2,000
Oregon	7	17	438	30,000	1,000
Providence	3	4	123	9,000	500
Richfield	3	5	135	15,000	800
Spencer	4	5	117	6,000	400
Springfield	3	11	375	85,000	1,500
Swanton	5	6	261	6,000	400
Sylvania	8	22	814	90,000	2,000
Washington	9	27	939	300,000	3,000
Waterville	2	20	575	80,000	1,500
Waynesfield	3	25	713	150,000	3,000
Total	60	174	5,523	$1,066,000	$20,100

By "equipment" is meant maps, charts, globes, books of reference in the school libraries, etc. The average length of the school term for the year 1921-22, was 175 days. During that term the 174 teachers employed received in salaries, in round numbers, the sum of $195,000, or an average of nearly $1,115—quite a difference from eighty years ago, when the teachers in the public schools of Lucas County rarely received over fifteen dollars a month.

TOLEDO PUBLIC SCHOOLS

The first effort toward the establishment of a public school system in Toledo was made in October, 1836, when the trustees of Port Lawrence Township divided it into sixteen school districts. There is no record to show that a schoolhouse was ever built or a teacher employed in any one of these sixteen districts. When the City of Toledo was incorporated in 1837, the Legislature placed the public schools under the care and control of the city government. Accordingly, on September 25, 1837, the city council divided Toledo into three school districts. The First District included all that part of the city lying east of Locust street; the Second District, that part between Locust and Adams streets; and the Third District, all west of Adams.

The first record relating to the public school funds is that of 1837, when the entire amount collected for educational purposes in the city and county was $1,457.13. Of this sum, $1,106.61 was raised by taxation and $350.52 was derived from interest on the surplus revenue allotted to Lucas County by the Jackson administration.

Schools had been taught in Toledo, however, before the city was incorporated. As early as 1830 Miss Harriet Whitney, daughter of Noah A. Whitney, taught a school in a log cabin on the corner of Adams Street and Madison Avenue, where the Woodward Technical School was afterward built. She had fifteen pupils, some of whom lived on the opposite side of the Maumee River, crossing

REV. JOHN EATON, JR.

Superintendent of Schools for Toledo, 1856-59. Chaplain 27th Regiment, O. V. I., Superintendent of Contrabands, 1863-65, Commissioner of Public Schools of Tennessee from 1870 to 1886, United States Commissioner of Education, President of Marietta College

the river in boats morning and evening. In January, 1834, Miss Whitney became the wife of Sanford L. Collins, one of Toledo's pioneer merchants.

Another early teacher was Miss Harriet Wright, who in 1835 taught a term of school in the frame building on Erie Street, which was used a little later as the first courthouse of Lucas County. She was born in Vermont in May, 1812, came to Toledo in 1834, and on January 25, 1835, was married to Munson H. Daniels. She died on July 20, 1842.

On October 1, 1838, the city clerk, Charles W. Hill, gave notice through the "Blade" of an election to be held on the third Monday of that month, "to determine upon the leasing, building or purchasing of a sufficient number of schoolhouses, and the leasing or purchasing of a lot or lots, upon which to erect such houses for the schools of the city; and also to determine how much money shall be raised for such purposes, and for the purchase of fuel for said schoolhouses."

The result of this election cannot be learned, but it was evidently in favor of the establishment of some sort of a school system, for the October term of the Court of Common Pleas, which met soon afterward, appointed J. Baron Davis and John R. Osborn school examiners. These were the first school examiners appointed in Lucas County. They were supposed to exercise supervision over the schools in the city and the several townships of the county.

In April, 1839, John Berdan and E. S. Dodd advertised in the Toledo newspapers for "a gentleman qualified to take charge of a limited number of scholars." The advertisement did not state whether the scholars were to be taught in a public or private school. About this time the city council elected John Berdan, Samuel B. Scott and Oliver Stevens as school directors, though at that time there were no schools to "direct."

About the middle of June, 1839, a "charity school" was opened in a room over Levi Snell's tailor shop on Lagrange Street. It was under the auspices of the Toledo Benevolent and Charitable Society and was for girls under fifteen and boys under eight years of age. Parents who could afford to pay a moderate tuition fee were expected to do so, but poor people "of good report" were permitted to send their children to the school free of charge. The society even furnished books and articles of clothing when necessary. Some thirty pupils were enrolled who paid little or no tuition fees. It seems the school was discontinued after the fall term in 1839.

All this time public opinion was divided on the subject of free public schools. Some twenty-five or thirty years ago an Ohio educator, discussing the inauguration of the public school system, said: "The individual is the creature of social conditions, and so long as conditions were such that only the poorest of the poor rejoiced over the introduction of the common school system, the more opulent ones, with a heartlessness which is too often a companion of wealth, sought to render the movement unpopular by stigmatizing those feeble institutions of learning. Because of this situation, many poor people hesitated to send their children to the common schools, fearing they would be classed as 'paupers.' . . . So, it may be observed, we are more truly democratic today, in this respect, than our fathers, who posed as the especial champions of human equality."

On December 20, 1840, the city council passed "an ordinance for the regulation of common schools in the City of Toledo." By this ordinance each ward was

constituted a school district, and the council was authorized to elect three school directors for each district. The directors elected were as follows: First Ward—Samuel Allen, John Berdan and Dr. Jacob Clark. Second Ward—Edward Bissell, Levi S. Lownsbury and Peter H. Shaw. Third Ward—William Hoskins, Coleman I. Keeler, Jr., and Joseph Turner. The directors were instructed by the ordinance to take charge of the public schools and "When public money shall be applied to the support of the schools, said schools shall be free for all the white children of the district, under such regulations as may be adopted to secure to each one equal participation therein."

An example of how the opposition to the free school system manifested itself is seen in the result of an election in the spring of 1842. The question of levying a tax was submitted to the voters of the city and on June 25, 1842, the returns were submitted to the council. It was found that in the First Ward a majority had voted against any levy whatever; the Second Ward had voted for a tax of two mills on the dollar, and the Third Ward for one mill on the dollar, the funds arising from such tax to be used for leasing or erecting school buildings. The result of this election was not calculated to inspire hope in the advance of popular education. It should be remembered that at this time the authorities of the school district furnished only the schoolroom and fuel, each scholar in attendance paying a tuition charge, such tuition fees being used to pay the teacher.

SELECT SCHOOLS

The delay in getting the public school system into working order, and the demand for better educational facilities, led to the opening of several select schools during the decade from 1840 to 1850. In July, 1841, a Miss Howlett opened a select school in a building on the corner of Lagrange and Superior streets. Tuition rates varied from $1.00 per term in the primary branches to $4.00 per term in the higher grades.

It seems that Miss Howlett taught but one term, as in the following December Thomas Dunlap, Jr., was conducting a select school at the same place. Mr. Dunlap was actively interested in educational matters. He was one of the charter members of the Toledo Young Men's Association, which was organized in 1838; taught a select school in 1841-42; married Miss Jeannette Allen on May 9, 1842, and in 1844 his name appears as an attorney in the list of members of the Toledo Bar. From 1845 to 1847 he was prosecuting attorney of Lucas County, and from 1858 to 1861 held the office of probate judge.

In October, 1843, Charles Dodge began a term of school in the room used as a courtroom on the corner of Cherry and Summit streets. Besides the ordinary English branches, he taught Greek and Latin, the French, German and Spanish languages and higher mathematics. For the English course the tuition was $3.00 and for the other languages it was $5.00. Mr. Dodge subsequently became a lawyer and for many years he was active in political affairs.

During the winter of 1844-45, a Miss Jenks conducted a school for girls and young women in a building on the corner of Cherry and Summit streets—probably the same quarters used by Mr. Dodge the year before.

Levi S. Lownsbury started the Toledo Academy in January, 1846, in rooms on the second floor of the Mott building, corner of Monroe and Summit streets. He

THE OLD CENTRAL HIGH SCHOOL BUILDING

Erected in 1853, burned 1894, facing Michigan Street between Adams and Madison. In the middle ground may be seen the canal, the surface of the water being higher than the land in the foreground. The square building to the right stands on the site now occupied by the Masonic temple.

THE WOODWARD TECHNICAL HIGH SCHOOL

Formerly the Central High School, Madison and Michigan Street fronts. This building is soon to be abandoned and the property offered for sale.

had a considerable number of students enrolled and conducted both day and evening classes. Mr. Lownsbury was a native of New York, received a good education, and after coming to Toledo was somewhat active in general affairs. Besides his interest in educational matters, he was adjutant of the Lucas County regiment of militia in 1839 and the same year was elected to the city council. He was the second auditor of the county, holding the office for four years, after which he practiced law until his death in 1856.

THE AKRON LAW

The Legislature of 1846 passed an act which became known as the "Akron Law," because it was enacted for the benefit of the public schools of that city. At the close of the year 1847 Toledo had four public schools, each enrolling about one hundred pupils. Three of these were taught in buildings owned by the city and the fourth in rented quarters. The value of the three schoolhouses owned by the city did not exceed fifteen hundred dollars, and about the only thing of which the citizens could boast was that one of the buildings was equipped with a bell. Early in the year 1848 Francis Hollenbeck contributed a number of articles to the "Blade," calling attention to the lack of system then prevailing in the management of the schools, and pointing out the advantages of the Akron Law as a means of increasing the efficiency of the public schools. These articles aroused some local pride. Through the influence of Edward Bissell, Thomas Dunlap, Simeon Fitch, Jr., John P. Freeman, Levi S. Lownsbury, C. I. Scott, Dennison Steele, Roswell Stowe and James Whitney a petition was circulated asking for the extension of the Akron Law to Toledo.

Although some of the citizens declined to sign such a petition, there was no open opposition and the petition was forwarded to the Legislature. The legislation asked for was enacted and in May, 1849, the new law was submitted to the voters of Toledo at a special election. A majority of the votes cast was in favor of the acceptance of the law and it went into effect at once.

BOARD OF EDUCATION

As the Akron Law provided for a Board of Education, the first step was to elect the members thereof. Ira L. Clark, Morgan L. Collins, Simeon Fitch, Jr., John P. Freeman, Samuel B. Scott and Decius Wadsworth were elected and the board organized by selecting Ira L. Clark as president. The board was without funds to purchase suitable school furniture, which was sorely needed, but the members advanced sufficient means from their private funds, trusting the city council to reimburse them when the new system was placed upon a secure footing. A room was rented for a central grammar school and steps were taken to establish a primary school in each of the four wards. At the opening of the school term in 1849 the enrollment of pupils reached 489, the largest in the city up to that time.

The board recommended a tax levy of three mills on the dollar for school purposes, which the council refused to approve. This was the first serious check to the inauguration of the new system. In this respect Toledo was no worse than other communities; in fact public sentiment on the subject of popular education was in advance of most of the western cities. But there was still much

indifference and the word "taxation" always has an unpleasant sound to many citizens. Nevertheless, the board went bravely ahead and by perseverance succeeded in breaking down much of the opposition. A few years later the Legislature passed an act making boards of education independent in the matter of tax levies and to this fact Ohio owes much of the efficiency of the present public school system.

Another important action of the school board of 1849 was the election of a superintendent of public schools. The members saw that an executive head was essential to success and elected Rev. Anson Smyth, pastor of the Congregational Church, superintendent. Mr. Smyth was an educated man, with a firm belief in the efficacy of popular education. By his diplomacy he awakened a greater interest in the common schools, and by his own energy he inspired his teachers to greater efforts. He continued in charge of the schools until February, 1856; was state commissioner of common schools for two terms, and was subsequently superintendent of the public schools of Cleveland, where he died in 1886.

The first important step toward providing suitable school accommodations was the erection of the Lagrange Street School building, which was occupied in April, 1852. Concerning this building the "Blade" said editorially: "It is an edifice on which every citizen of Toledo has great reason to be proud—a splendid result of the common effort, by which the schools of our city have been raised from a condition of absolute worthlessness, to one embracing all the improvements and perfections of modern energy and investigation. We doubt if any schools in the country were in worse condition than ours, when Rev. Anson Smyth took charge of them; and we confidently challenge any superintendent in Ohio to make an exhibition of schools now in better condition."

CENTRAL HIGH SCHOOL

When the schools opened in the fall of 1849, under the new Board of Education and the superintendency of Rev. Anson Smyth, the high and grammar schools were located in a frame building on Summit Street, near Adams, where they remained until the attendance grew to such proportions that larger accommodations were necessary. Then the grammar school was removed to a new frame building, erected for the purpose, on Superior Street, between Adams and Jackson. Early in 1853 plans for a high school building were approved by the Board of Education. These plans contemplated a main building 56 by 102 feet, three stories in height, so constructed that two wings could be added as the growth of school population demanded. Only the main building was undertaken in 1853. It contained twenty-six rooms on the first and second floors and a large hall on the third, with a seating capacity of 1,500. An early city directory says: "The site selected for the high school was on the upland, beyond the canal, in Adams Street, one of the most sightly and central locations in the city. J. W. Scott generously donated to the city part of the site and the remainder was contracted for by the Board of Education."

That part of the site donated by Jessup W. Scott is the end of the block facing Adams Street, where the building formerly known as the Manual Training School was located. The entire block, bounded by Adams, Michigan and Tenth

THE JESSUP W. SCOTT HIGH SCHOOL
Corner of Machen Street and Collingwood Avenue, erected in 1912

WAITE HIGH SCHOOL

streets and Madison Avenue, is now occupied by the Woodward Technical School, which is frequently called by the old name, "Central High."

The plan adopted in 1853 also provided for a tower, in which was to be placed a clock with dials seven feet in diameter and a large bell, upon which was inscribed: "Toledo High School, May 1, 1854," on one side and on the other "To Learning's Fount the Youth I Call." This bell is still preserved as a relic at the Scott High School.

August 11, 1853, was a red-letter day in the educational calendar of Toledo, for on that day was laid the corner-stone of Toledo's first high school building. The committee of arrangements consisted of E. B. Brown, Charles W. Hill and Matthew Johnson; John Fitch was master of ceremonies, and Gen. Joseph W. Brown was marshal of the day. A parade, in which the fire department, city officials, civic societies, etc., took part, moved through the principal streets to the building. The ceremony of laying the stone was performed by the grand master of the Independent Order of Odd Fellows. Addresses were delivered by Rev. H. B. Walbridge and Lorin Andrews, agent of the State Teachers' Association.

One man connected with this ceremony deserves more than passing notice. Charles W. Hill, who was one of the committee of arrangements, came to the city before it was incorporated and for many years was actively identified with Toledo's progress. He held the office of city clerk in 1838-39; was elected captain of the Toledo Guards in 1840, and in June, 1842, was commissioned brigadier-general of militia; helped to organize the Toledo Plank Road Company in 1848; was a member of one of the early volunteer fire companies; was elected a member of the Board of Education in 1851, and from 1855 to 1878 was president of the board. He was named in the deed of trust, executed by Jessup W. Scott and his wife in 1872, as one of the first board of trustees of Toledo University. Much of the excellence of Toledo's present public school system is due to the intelligent and disinterested labors of Mr. Hill.

In 1857 the first high school class graduated. It consisted of three members —Amos W. Crane, Olive Parmalee and William H. H. Smith. One year later the graduating class numbered eleven, to wit: Apphya C. Avery, William Corlett, Charlotte A. Coy, Delia Curtis, George A. Forsyth, Ella A. Hanks, Fannie M. Hanks, Emerson E. Hasty, John L. Johnston, Margaret E. Lillelund and Fannie E. Love. William Corlett was still living in 1922, a resident of Waterville. The high school was now an established institution and it was a powerful agent in converting the opponents of a public school system to the opposite view. After 1858 there was no opposition worth mentioning to the levying of taxes for the support of the common schools.

MODERN PUBLIC SCHOOLS

It would be tedious and unnecessary to trace in detail the development of the public school system—the erection of each new schoolhouse, the various changes in the board of education, etc. Suffice it to say that Toledo has kept pace with her sister cities in educational matters. When the old Central High School was destroyed by fire in 1896, no time was lost in erecting a new building on the site. It was completed in 1898 and is known as the Woodward Technical School. Ten years later its crowded condition made it incumbent upon the Board of Education to provide more room for high school purposes.

Accordingly, the board, early in October, 1908, adopted a resolution providing for a bond issue of $500,000 for the erection of two new buildings, one of which should be on the East Side. The proposition was submitted to the electors of the city at the election on November 3, 1908, and was approved by a substantial majority of the voters. With the proceeds derived from the sale of the bonds two new high schools were established—the Scott High School, on Collingwood Avenue, between Machen and Winthrop streets, and Waite High School, on Second Street, between Morrison Drive and Broadway. The former provides ample high school facilities for the western part of the city, and the latter takes care of the young people of East Toledo.

Besides the three high schools, Toledo had in 1922, forty-eight other public school buildings. At the election in 1920 the voters of the city authorized the board to issue bonds (as needed) to the aggregate amount of $11,000,000 to erect new school buildings, made necessary by the rapid growth of the city and the corresponding increase in the school population. The year 1922 was the banner year in the history of the city for expansion of school facilities. Eight buildings of great capacity and with the latest improvements in construction were in course of construction or approaching completion, namely, the Libbey High School, the Oakdale-Whiteg, Webster, Lewis Avenue, Ontario, Alexander Hamilton, McKinley, and Longfellow. The new South Side High School, called after Edward Drummond Libbey, cost approximately a million and a quarter dollars. It accommodates two thousand scholars. The old high school site at Adams and Michigan streets has recently been sold for $1,000,000. The block bounded by Monroe and Washington and 15th and 16th streets was bought as the site of the proposed new Woodward Technical High School, to be built out of the proceeds of the sale of the old site. A half block on the west side of Monroe and extending from 16th to 17th was also purchased as the site of a proposed building to take over the capacity of Washington and Jefferson schools. A great deal of land was also bought adjacent to fifteen ward schools to enlarge playgrounds. During the school year of 1921-22 there were 1,234 teachers employed in the public schools and the number of pupils enrolled was 31,572.

TOLEDO UNIVERSITY

The institution known as the Toledo University dates its beginning from October 21, 1872. On that date Jessup W. Scott and his wife, Susan Scott, executed a deed of trust conveying to the Toledo University of Arts and Trades 160 acres of land in Adams Township, near the city line, the estimated value of which was $80,000. The object of the trust, as set forth in the deed, was:

"To establish an institution for the promotion of knowledge in the arts and trades and the related sciences, by means of lectures and oral instruction; of models and representative works of art; of cabinets of minerals; of museums, instructive of the mechanic arts; and of whatsoever else may serve to furnish artists and artisans with the best facilities for a high culture in their respective occupations, in addition to what are furnished by the public schools of the city. Also, to furnish instruction in the use of phonographic characters, and to aid their introduction into more general use, by writing and printing. And also, to encourage health-giving, invigorating recreations."

The trustees of the proposed university, as named in the deed, were: Jessup W.

Scott, William H. Scott, Frank J. Scott, Maurice A. Scott, Richard Mott, Sarah R. L. Williams, William H. Raymond, Albert E. Macomber, Charles W. Hill, and, as ex-officio members of the board, the mayor and superintendent of public schools in the City of Toledo and the governor of the State of Ohio. Richard Mott was chosen as the first president of the board of trustees. A few months later the original deed was amended in such a way as to permit the trustees to use the funds of the institution in connection with any city or state fund for public education. It is said this change was made at the suggestion of Frank J. Scott, who was a careful student of educational systems and had arrived at the conclusion that all educational work should be based upon the free public school system. This change in the deed made possible some years later a radical change in the management of the university.

On April 1, 1873, the trustees purchased the property known as Raymond Hall, at the corner of Tenth and Adams streets. The purchase was made at public sale and William H. Raymond gave to the trustees the sum of $15,000 for the purpose. It was this generous donation that led the trustees to give the building the name of Raymond Hall. The university received another large gift soon after the death of Jessup W. Scott, which occurred on January 22, 1874. His widow and her three sons—all members of the board of trustees—knowing it was Mr. Scott's intention further to endow the institution, united in conveying to the board real estate in the City of Toledo valued at $50,000.

Frank J. Scott spent some time in Europe in the summer of 1873 and brought back with him a valuable collection of books, engravings, etc., with a view to establishing a School of Design in connection with the university. The death of his father in January, 1874, caused some delay, but on January 14, 1875, the school was opened in Raymond Hall, under the direction of William Young. Lessons of two hours each were given on five evenings of the week, and also a lesson on Saturday, to persons interested in the arts and trades. Mr. Young left Toledo in May, 1875, and C. J. Shipley took charge of the school. He was succeeded by E. O. Fallis, one of the city's leading architects, who conducted the school for several seasons. It was finally abandoned for want of funds.

On January 18, 1884, the trustees decided to offer the university, with all its appurtenances, to the City of Toledo, provided the city would assume the trust under the powers conferred upon municipalities by the laws of Ohio. The tender was accordingly made to the council and after full consideration that body accepted the trust on February 7, 1884. An ordinance to that effect was passed soon afterward.

MANUAL TRAINING

In the proposition to present the University of Toledo to the city council, the board of trustees outlined a plan for the introduction of manual training, which was one of the principal inducements for the council to take over the institution. Most of the old trustees were re-appointed by the council and Albert E. Macomber, a member of the board, urged the establishment of a manual training school, to be modeled after the school in St. Louis, of which E. M. Woodward was the principal. The council and the Board of Education voted to levy a tax of two-tenths of a mill on the dollar for the purpose of establishing a manual training school. One of the larger rooms in the high school building was set apart for the school, which was opened under the superintendency of Ralph H. Miller, a graduate of Woodward's school in St. Louis.

In 1885 the trustees sold part of the property given by Mrs. Scott and her sons and with the proceeds erected a new wing to the Central High School, on the end next to Adams Street, for a manual training school. When the building burned in 1896, the walls of this wing were not seriously damaged and were used in the construction of the new Woodward Technical School. The passer-by on Adams Street may still see the inscription "Scott Manual Training School," carved in the stone over the entrance. Manual training, for both boys and girls, is now a part of the course of study on all the Toledo high schools, and in some of the graded schools. From a booklet issued by the University authorities in the spring of 1922, the following extract is taken:

"From 1885 to 1906 the University really was a polytechnic school doing pioneer work in the field of manual and industrial training. The effectiveness of its work is indicated by the fact that its fame attracted visitors from all sections of the country. About the year 1903 the work of the manual training school was taken over by the public schools of the city. It had been the idea of the founder of the University that its work should be beyond and supplementary to the work of the public schools. The University, therefore, took steps to enlarge the scope of its activities. In 1904 the College of Pharmacy was established, and during the next few years more or less temporary affiliations were made with a number of local professional schools. In 1909 the University was reorganized. The same year was marked by the establishment of the College of Arts and Sciences and the College of Law. In 1910 the College of Industrial Science was established, while in 1914 the College of Commerce and Business was organized. In 1916 the Teacher Training work of the University was reorganized under the control of the Teachers' College, now known as the College of Education.

"The University of the City of Toledo is maintained by an annual levy granted by the city council and is governed by a board of directors consisting of nine members, three of whom are appointed by the mayor of the city biennially for terms of six years. The board has full charge of all University property and funds, determines the policies of the University, and elects the proper officers of administration and instruction."

About the time the University was reorganized in 1909 it was located in the building formerly occupied by the Illinois Public School, at the corner of Eleventh and Illinois streets. A large addition was built to the south end of the old schoolhouse to meet the requirements of the growing attendance. In 1921 the board of directors began the erection of a new building on the original Scott donation of 160 acres, now between Hill and Nebraska avenues, in the western part of the city. This building was occupied during the spring semester in 1922. It is known as Science Hall, contains the library of over 8,000 volumes, shops, laboratories, drafting room, etc., and is pronounced by educators one of the best arranged school buildings in

ST. JOHN'S COLLEGE

In September, 1898, St. John's College was opened under the direction of the Jesuit Order, "for the higher education of the aspiring Catholic youth of Toledo and vicinity." It is one of fifteen educational institutions maintained in different cities of the United States by the Missouri Province of the Jesuit order and was incorporated on May 22, 1900. The original chapter was amended and the scope of

URSULINE ACADEMY OF THE SACRED HEART

the college was extended on August 29, 1903, when the authority to grant degrees was ratified by the secretary of state.

The several buildings comprising the college are located on Superior Street, just north of Walnut. The principal departments are the academic, the commercial and the collegiate. The institution is equipped with a library of several thousand volumes, which is free to all students. A meteorological observatory, provided with all the necessary scientific instruments, adds to the value of the college. The course of study is that usually found in schools of its class.

On June 19, 1922, the twenty-fourth annual commencement exercises were held in Westminster Hall, Bishop Stritch presiding. At that time it was announced that the college would celebrate its silver jubilee in 1923, in connection with which an effort would be made to raise funds for the erection of the first of the new college buildings on the site recently purchased at West Bancroft Street and Parkside Boulevard.

MISCELLANEOUS SCHOOLS

In addition to the schools and colleges above mentioned, the City of Toledo has its quota of church and private educational institutions. A parochial school is maintained by the Catholic Church in each of the parishes. According to the "Official Diocesan Year Book" for the year ending on October 1, 1921, the enrollment in these schools during the preceding school year was 9,151, and the number of teachers employed was 182. Of these, five were lay teachers and the others were members of different religious orders. The history of these parochial schools is contemporary with that of the parish, as in almost every instance the school was established as soon as the parish was organized, and in many cases the schoolhouse was built before the church.

Besides the parochial schools and St. John's College, the Catholics have the Central High School on the corner of Cherry and Page streets, in the building formerly occupied by the Toledo University; the Notre Dame Academy, at 1111 West Bancroft Street, conducted by the Sisters of Notre Dame; the St. Franciscan Convent near the intersection of Lagrange and Dexter streets, and the St. Ursula's Academy and Art School at 2413 Collingwood. The last named institution, conducted by the Ursuline Sisters, was established in December, 1854.

Parochial schools are conducted in connection with seven of the Lutheran churches, to wit: Emanuel, at Buckeye and Erie streets; St. James', 2426 Center Street; St. Lucas', at Frank Street and Walbridge Avenue; St. Petri's, on Hawley Street, near Nebraska Avenue; Salem, at 1125 Huron; Martin Luther, at 617 Nevada Street; and St. Mark's, at 603 Woodville Street. These schools were established soon after the churches were organized. (See chapter on Church History).

The Toledo Hebrew School is located in the Jewish Educational building, on the northeast corner of Linwood and Southard avenues.

The Law Kindergarten was opened in September, 1883, by Dr. Mary E. Law and her sister, Emma L. Law. It began with seven pupils, but in 1888 a training department was added, for the benefit of teachers who desired to qualify for kindergarten work, and another sister—Mrs. H. G. Bissell—was added to the teaching staff. A little later two special instructors were added. In September, 1896, the school was moved into its own home at 2313 Ashland Avenue, where it has been con-

ducted since. It is founded upon the principles advanced by Frederich Froebel, founder of the kindergarten system, and its graduates have been uniformly successful.

At the Toledo Museum of Art classes are taught the theory of color and design, interpretative drawing, etc. The Toledo University and the Law Kindergarten give credits for work done at the museum. (See chapter on Public Buildings.) The Tri-State University, on the second floor of the Meredith building, corner of Michigan and Jefferson, and the Davis Business College, at Fifteenth and Adams streets, teach shorthand, typewriting and business principles, and there are several private schools in the city, the principal work of which is to prepare young men and women for entering college.

TOLEDO PUBLIC LIBRARY

The Toledo Public Library dates its beginning from 1864. In that year the Toledo Library Association was organized and a subscription library was established. Among the early members of the board of trustees were Charles A. King and William C. Scott. These gentlemen saw that a subscription library was in the nature of a luxury and of no benefit to the masses, who were not able to share in its support and benefits. They urged that the library be turned over to the city, on condition that it would receive adequate support, believing that a free public library would be an important factor in the education of the people. The consent of the members of the association was obtained and a bill was presented to the Ohio Legislature providing for a public library, free to all the citizens of Toledo, and sustained by taxation. The bill passed and was approved by Governor Noyes on April 18, 1873. On June 24, 1873, the provisions of the act were accepted by the Toledo City Council in a resolution deeming it "essential to establish a library and reading room and make provisions for their maintenance."

Mr. Scott and Mr. King were on the first board of trustees appointed by the city in June, 1873, and both continued on the board for twenty years, when Mr. King's tenure was terminated by death and Mr. Scott soon afterward resigned. As soon as the council accepted the act of the Legislature, the association turned over to the city 4,878 volumes, two lots on Forrer Street, and $105 in money. The act provided that the Toledo Board of Education should turn over to the new public library all books and documents in its possession not required for the use of the public schools. This added 1,320 volumes, so that the public library began its career with a nucleus of 6,198 volumes.

The new library was opened in the King block, on the corner of Summit Street and Madison Avenue. On December 22, 1884, the city council passed an ordinance authorizing a deed to be executed by the city, giving to the library trustees a portion of the old Miami & Erie Canal bed, between Madison and Jefferson avenues, "for the purpose of a public park and the erection of a suitable building for the purpose of a public library." The deed was executed, but the property conveyed was never utilized for the purposes mentioned. In 1888 the growing necessities of the library demanded more room and another act of the Legislature authorized the trustees to issue bonds for the erection of a building. Accordingly, the board purchased a site on the corner of Madison Avenue and Ontario Street for $14,000 and issued bonds to the amount of $75,000 for a building. This building was opened to the public on June 23, 1890.

A large addition has been made to the main library building and seven branch libraries have been established in different parts of the city for the greater convenience of patrons. During the year of 1921 there were 1,032,524 books taken from the library, including repetitions, and at the beginning of the year 1922 the number of volumes was, in round numbers, 127,000. Toledo was one of the first cities in the Middle West to establish a free public library, and the institution has been kept abreast of library progress. The card catalogues are open to visitors and a corps of courteous attendants can always be relied on to give intelligent assistance.

At the meeting of the city council on June 21, 1922, the library was transferred to the board of education. Concerning this change the "Blade" said: A development and expansion of the library system is expected to be effected by reason of added revenues through special taxation which the board will be authorized to levy by a recent state statute. The library system will pass to the control of the board of education the first week in January, 1923. Under the terms of the ordinance, the city can, on due notice, cancel the trusteeship effected at any time it feels that its finances are in such condition that it can adequately administer library affairs to the best interests of the public.

"The property valuation of the library system is $1,500,000. Under the new law, the library board can levy a special tax not exceeding two mills. The city set aside $132,825 for the operation of the libraries for the current year."

LUCAS COUNTY LIBRARY

The Lucas County Library, located at Maumee, owes its establishment to John M. Ormond, of Maumee. In February, 1915, he conceived the idea of utilizing the old courthouse for a library and wrote to the Carnegie Corporation, asking for assistance to carry out his plans. That organization declined to put any money into an old building, but stated that, if there was a need for a public library in Maumee, it would aid in the erection of a new building, provided the village would give it proper support. An application was formally made, on a form furnished by the Carnegie Corporation, and on March 15, 1915, the village council passed a resolution granting the old courthouse grounds for library purposes.

Mr. Ormond and his associates then presented the matter to the board of commissioners of Lucas County, which accepted the site and agreed to provide for the maintenance of the Lucas County Library. On September 29, 1915, the Carnegie Corporation offered to give $10,000 for the building, upon certain conditions, which were complied with, and plans for the building were approved.

On March 14, 1916, the county commissioners appointed as trustees, John M. Ormond, W. H. Harris, C. T. Hanson, W. W. Farnsworth and W. B. Woods, to take charge of the erection of the building and the establishment of the library. In June, 1917, Miss Jessie Welles, of Toledo, was tentatively engaged as librarian. Later she was joined by Miss Emilie Mueser, of Brooklyn, New York, and they catalogued the books, etc. In January, 1918, the library was formally opened to the public. Miss Welles had already returned to Toledo and in June, 1919, Miss Mueser resigned and Miss Victoria Bronson, of Cleveland, was made librarian. The number of volumes in the library on June 1, 1922, was 8,445. The building stands upon the spot where Colonel Dudley fought his battle with the British and Indians on May 5, 1813, during the siege of Fort Meigs.

CHAPTER XXI

COMMERCIAL TOLEDO

INDIAN TRADERS—EARLY TOLEDO MERCHANTS—MODERN RETAIL TRADE—NUMBER OF STORES IN 1922—DEPARTMENT STORES—THE WHOLESALE TRADE—GROCERS—DRY GOODS—HARDWARE, GLASS AND PAINTS—SHOES—DRUGS—MISCELLANEOUS JOBBERS—THE GRAIN TRADE—FLOUR MILLS—ELEVATOR CAPACITY—THE COAL TRADE.

The first merchants in the Maumee Valley were the Indian traders. Inspired by the prospects of rich profits, these men brought stock of bright-colored cloths, knives, hatchets, steel traps, small mirrors and other trinkets, to exchange for the Indian's raw furs. Some times firearms, powder and lead were added and, unfortunately for the red man, whisky was too often a prominent article of this early commerce. Occasionally a shrewd Indian would get the best of a transaction, but as a rule the trader sold his goods at exorbitant profits and paid low prices for skins. Several wealthy American families—notably the Astors—can trace the beginning of their fortunes back to the days of the fur trade.

Mention is made elsewhere of the early French trading post, established near the foot of the Rapids in 1680, and of the trading house of Godfroy & Beaugrand at the mouth of the Maumee in 1790. During the closing years of the Eighteenth and the early years of the Nineteenth centuries, trading posts were opened at various points along the Maumee between Fort Wayne and Lake Erie, particularly in the vicinity of the Lower Rapids, which was a favorite gathering place of the Indians.

EARLY TOLEDO MERCHANTS

In 1823 John Baldwin and Cyrus Fisher brought a stock of goods to Toledo (then called Port Lawrence) and opened a store in the old warehouse, built by the town proprietors in 1817 at the mouth of Swan Creek. This was the first mercantile concern in the town. A large portion of their stock consisted of goods intended for the Indian trade. But, in anticipation of an increase in the population, they also carried staples suited to the needs of the white inhabitants. In 1828 Mr. Fisher sold his interest to his partner and the business was carried on by John Baldwin and his brother Marquis until 1833. In that year John Baldwin built a two-story brick building on the north side of Summit Street (the second lot from Monroe), in which he opened a provision store. Subsequently he removed to Superior Street near Washington.

When Cyrus Fisher withdrew from the partnership in 1828, he bought a quarter section of land near the old United States turnpike, where he opened a store in the fall of 1829 (See Tremainesville).

As narrated in Chapter XVII, Lewis Godard, a Detroit merchant, pursuant to

an agreement with Benjamin F. Stickney, opened a store late in the year 1831, with Sanford L. Collins in charge. This was the second store in Toledo, as the limits of the town were at that early day, the Fisher store being far outside. In the summer of 1832 Mr. Godard erected a building on the corner of Lagrange and Summit streets and formed a partnership with Elkanah Briggs, under the firm name of Briggs & Godard. The following year Mr. Briggs purchased his partner's interest and became the sole proprietor.

Adjoining the Toledo House, which stood on the northwest corner of Summit and Perry streets, W. J. Daniels & Company began business in 1835. Roswell Cheney, Jr., was one of the early clerks in this store. Opposite the store of Daniels was the firm of Daniels & Goettell, composed of Munson H. Daniels and Henry W. Goettell, who began business the same year (1835) in a frame building hurriedly erected for their accommodation. Later in the year they began a three-story brick block on the corner of Monroe and Summit streets. On the first floor of this block were two store rooms and in 1836 they moved into the one on the corner. The building was destroyed by fire in October, 1860.

In the "Gazette" of March 12, 1835, appeared the advertisement of A. K. Gibson & Company, who announced that they had a full and complete assortment of family groceries "on the wharf next to A. Palmer & Company." This is said to have been the first exclusive grocery house in Toledo. Two years later William Anderson, Comstock & Erwin, Douglas & Jennings, George H. Rich and G. B. Spicer were all operating grocery stores. In March 1922, there were 904 grocery stores in the city.

The same issue of the paper (March 12, 1835) carried the advertisement of Sinclair & Wilkinson, merchant tailors, whose shop was over the store of Collins Brothers at Tremainesville. There may have been a tailor in Toledo earlier than this date, but if so he failed to leave a record. In 1837 Snell & Cornell opened a tailor shop on St. Clair Street, in the "Upper Town," and E. Jacobs, merchant tailor, was located on Summit Street, in the "Lower Town." Ready made clothing made its appearance in the city about this time, the principal clothiers being F. Lyon & Company, on Monroe Street, and V. H. Ketcham, on St. Clair Street, in the "Lower Town." In 1838 Mr. Ketcham formed a partnership with Levi Snell, but it lasted less than one year, Mr. Snell selling his interest to S. S. Ketcham and opening a store of his own.

Prior to 1838 the general merchants kept a few schoolbooks and small stocks of foolscap paper. In that year the first exclusive book store was opened by Erastus Roys & Company. One statement in the advertisements of this early book and stationery house may seem quaint to the people of the present generation, when business men buy their steel pens by the gross, or use fountain pens. That was the announcement that the firm carried "a complete supply of quills and ink." When the early settlers wanted a pen, all they had to do was to catch a goose, extract a quill from the wing, and with a sharp knife fashion a pen to their taste. One of the qualifications of the early school teacher was to be able to make quill pens. Roys & Company made it unnecessary to catch the goose. Ink was made in early days by boiling oak or maple bark and adding to the decoction a little copperas. "Store ink" was rarely used.

Between the years 1838 and 1850 a number of new mercantile concerns were opened in Toledo. Among these early merchants were: Bissell & Gardner, John

(Courtesy of J. W. Oswald.)

HALL BLOCK, CORNER ST. CLAIR AND JEFFERSON STREETS

Destroyed by fire, 1882. The spire beyond was on the First Congregational Church which is the site now occupied by the Temple Theatre. Next is the Boody Hotel as it stands today.

M. Boalt, E. B. Brown & Company, Brownlee, Pendleton & Company, H. A. Carpenter, Carlos Colton, Curtis, Watkins & Company, Henry Eagle, Field & King, Alonzo Godard, Granger Brothers, Edward Haskell & Company, B. F. Hollister, Ludlow, Babcock & Brownlee, George McKay & Company, Mitchell & King, Mott & Comstock, Palmer & Bush, B. P. Peckham & Company, Smith Bronson & Company, Stalham Wing and Thomas & Schwartz.

MODERN RETAIL TRADE

The early stores belonged to that class known as "general." On one side of the room were shelves for the dry goods, which consisted chiefly of calico, bleached and unbleached muslins, ginghams and perhaps a few bolts of worsted dress goods. In another section was the grocery department, in which the staples were coffee, tea, sugar, rice and spices. (Canned goods and prepared cereal foods were then unknown.) The stock of queensware was composed mainly of cheap plates, cups and saucers, meat platters, glass tumblers, pitchers and earthenware crocks and jars. Cut glass, dresden and Haviland china were not used by the pioneers. In the hardware section were nails of different sizes, axes, shovels, pitchforks, table cutlery, pocket knives and—do not forget the trace chains. Suspended from the ceiling were various articles of trade, for the pioneer merchant utilized every available foot of space. In many of the early stores "arrangements" existed more in theory than in practice. Side by side with a case of boots —men wore boots in those days—might be found a keg of nails, a coil of rope, a barrel of sugar or a quintal of salt fish.

By 1850 the business of merchandising began to be specialized. Then came dry goods stores, clothing stores, hardware stores, drug stores, etc. This division was the natural outgrowth of a constantly increasing population and the growing demand for goods of different kinds. Under the changed conditions a single merchant could not keep in stock "a full line of general merchandise" without a large outlay of capital. At the beginning of the year 1922 there were over three thousand retail establishments in Toledo, exclusive of second hand stores, pawn shops and a few minor concerns, whose trade was limited to certain classes or occupations. Principal among these were the following:

Automobiles and accessories	333
Bakeries	92
Cigars and tobacco	204
Clothing	85
Confectioners	207
Department stores	10
Drug stores	123
Dry goods	112
Furniture	38
Grocers	904
Hardware	67
Jewelers	68
Meat markets	251
Men's furnishings	55
Merchant tailors	206

Milliners	53
Music stores	19
Paints, oil, etc.	20
Shoe stores	61
Soft drinks, etc.	213
Wall paper	31
Miscellaneous	168
Total	3,320

To give the history of every one of these 3,320 establishments, large and small, in the space allotted to this chapter, would be an impossibility. But a brief account of some of the leading retail stores will illustrate the mercantile development of the city. Foremost among these representative concerns are the

DEPARTMENT STORES

Frederick K. Eaton came to Toledo in August, 1856, from his native State of New Hampshire. He was then twenty years of age. For a time he was employed in the stores of Hobart & Gleason and Keeler & Hunt. In September, 1857, with his nephew, John Eaton, Jr., for a partner, the dry goods store of Frederick Eaton & Company was opened at 115 Summit Street, with the savings of the partners as their only capital. Many failures resulted during the financial panic of 1857, but the Eatons managed to "pull through," and from this modest beginning was developed the Lion Store. In 1858 the firm removed to 79 Summit Street and in August, 1859, John Eaton sold his interest to Asa Backus, who had recently come from Connecticut. By an arrangement with the firm, Charles A. King erected a building on the northeast corner of Summit Street and Madison Avenue, in which Eaton & Backus opened the Palace Store late in the year 1863. Three years later the business was removed to 169-171 Summit Street.

In the meantime a branch had been opened at 325 Summit Street. This was burned out in 1872 and a four-story building was erected on the site. Gradually the business grew until the entire building was needed for its accommodation. George M. Fisher, who came from St. Louis in 1885, acquired a controlling interest and the firm name was changed to Fisher, Eaton & Company. In 1890 Mr. Fisher purchased all other interests and organized the Lion Dry Goods Company, with a capital stock of $250,000. The store in 1921 occupied the rooms at 325 to 331 Summit Street, 311-13 and 321-23 Adams Street. The personnel of the company at that time was as follows: John W. Lewis, Jr., president; G. H. Corry, vice president; G. B. Steitz, secretary and treasurer.

Two brothers—Martin and Nicholas Neuhausel—opened a dry goods store on Summit Street. Their stock was small, but well selected, and their trade increased until at the end of four years more room was needed. They then moved into the adjoining building and two other brothers—George and John Neuhausel—became members of the firm. In 1895 the building was destroyed by fire. A new five-story building was immediately erected on the site—429-31-33 Summit Street—giving the firm larger quarters than ever before. In course of time the founders of the business, while retaining their interest and giving general supervision, turned over the active management to a younger generation. Albert Neu-

hausel became general manager; Charles became the buyer; Fred and Lawrence, department managers. "Neuhausel's" is one of the substantial mercantile houses of Toledo and has been such for more than half a century.

One of the leading department stores of Toledo was founded in 1885, when John D. R. and Julius Lamson began business as dry goods merchants at 319 Summit Street. Within two years the business grew to proportions that required more space. In 1887 an addition was built to the rear of the store, extending it to the alley, and at the same time the basement and second floor were leased. Two years later the firm purchased the stock and lease of the S. H. Frank Company at 333-35 Summit Street. The building was remodeled so as to give three floors and basement to the business. In 1890 C. E. B. Lamson, another brother, came in as a partner. Larger quarters soon became necessary to accommodate the growing trade and in 1893 the main and third floors of the adjoining building on the north were leased. This arrangement lasted until 1898, when the last named building was torn down and a five-story structure was erected in its place. In 1902 the two-story building at 341-43 Summit Street was removed and another five-story building was put up on that site.

On February 1, 1905, the business was incorporated as the Lamson Brothers Company, with a capital stock of $400,000 and the following officers: Julius Lamson, president; John D. R. Lamson, vice president; C. E. B. Lamson, secretary and treasurer. In March, 1910, the stock of the J. C. Evans Company, consisting of women's wearing apparel, was purchased and the Clinton-Close Company building, in which it was located, was taken over by the Lamson Brothers Company. Shortly after this change was made a mail order department was organized. Since then the capital stock has been increased to $1,000,000. The officers of the company at the beginning of the year 1922 were: Julius G. Lamson, president; Sydney D. Vinnedge, vice president; Edgar B. Lamson, secretary and treasurer.

The Tiedtke Department Store, located on Summit, Adams and Water streets, dates its beginning from 1893. In that year Charles and Ernest Tiedtke opened a general merchandise store at Summit and Monroe streets. They made a specialty of catering to hotels, restaurants and families and succeeded so well that they were forced to seek larger quarters, which they found at 140-42 Summit Street. Here they remained until 1902, when they removed to 210-12-14-16-18 Summit Street, with an entrance on Water Street. With the largely increased space new lines of goods were added, including shoes and house furnishings. About this time the firm began to give special attention to the marine trade in provisions, i. e., supplying the boats that touch at Toledo, which soon developed into an important feature of their trade.

In 1905 the business was incorporated as the Tiedtke Brothers Company, with a capital stock of $500,000. The six-story building at Adams, Summit and Water streets was commenced in 1909 and was occupied late the following year. It is no disparagement to other Toledo stores to say that "Tiektke's" carries the greatest variety of goods of any house in the city. Since the incorporation in 1905 the capital stock has been increased and several hundred people are employed to handle the trade. The officers at the beginning of 1922 were: Charles A. Tiedtke, president; Ernest Tiedtke, secretary and treasurer.

Although there were a number of high grade retail stores in Toledo in 1894, W. L. Milner and others formed a partnership in that year for the establishment

of a new one. They purchased the stock of R. L. McElroy & Company and opened at 209-11 Summit Street. From the start the new store proved to be popular and it was not long until the problem of obtaining more room came up for solution. The Coghlin building, on the corner of Jefferson Avenue and Summit Street, had been completed about a year before and was still unoccupied. It had a frontage of 80 feet on Summit Street and 120 on Jefferson, six stories in height. Few imagined that a single firm could use the entire building, but Milner & Company ventured to undertake it. Elevators and an escalator were installed, as well as fixtures of the most modern type, and a complete department store was opened in the new quarters.

In 1901, not long after this removal, the business was incorporated under the name of W. L. Milner & Company. The next step was to add sixty feet on the Summit Street front in 1903 and in 1906 another addition of 100 feet was made, giving the concern a frontage of 240 feet on Summit and 120 on Jefferson, which, including the basement, made over two hundred thousand square feet of floor space. At the beginning of the year 1922 the company reported a capital stock of $750,000, with the following officers: W. L. Milner, president; J. K. Secor, vice president; Roy Craft, secretary; H. S. Fisher, treasurer.

Another department store which was established soon after the Milner Company, and one which has become a leading mercantile concern, is the Lasalle & Koch Company. It was organized by Jacob and Sol A. Lasalle, Abe and Joseph Koch and John J. May. Its first place of business was on the corner of Adams and Summit streets, where it started with a capital stock of $150,000. In 1898 the business was incorporated and in 1900 the company removed to the commodious six-story building on the corner of Jefferson Avenue and Superior Street, opposite the Secor Hotel.

Joseph Koch died in 1904 and was succeeded by his son, Alfred, who was made secretary of the company. Within a few years the building on Jefferson and Superior became inadequate to the demands of the business, notwithstanding the fact that an addition of thirty feet had been made to the Superior Street front in 1906 and another of sixty feet in 1908. In November, 1917, the company removed to its new eight story building on the corner of Adams and Huron streets. About that time the capital stock was increased to $600,000. The officers at the close of the year 1921 were: Jacob Lasalle, president; Alfred B. Koch, vice president and secretary; James J. Lasalle, treasurer.

The Thompson-Hudson Company, 401 to 411 Summit Street, was organized under this name in 1909. It is the successor of J. L. Hudson, who established a dry goods store there back in the '80s. Early in the year 1909 the Hudson store and two adjoining buildings were destroyed by fire. James Thompson then became associated with Mr. Hudson and arrangements were made with the owners of the property to erect a building covering the area of the burned buildings, six stories in height, with basement. This was one of the first concrete buildings in Toledo, erected exclusively for commercial purposes. Since the death of Mr. Hudson a few years ago, Mr. Thompson has occupied the position of president and general manager.

On the east side of the river, the department store of the Mittenthal Company was incorporated in February, 1915, with a capital of $100,000. Of this company H. L. Silverman was president and general manager in 1921. The department

MADISON STREET

Looking north, from just south of intersection of Superior. Buildings shown on right are Gardner, Spitzer and Nicholas, the last across Huron street. On the left, the building with the tower is the Nasby.

store of J. S. Trenhoft, located at 944-46 Phillips Avenue, carries a large assortment of goods for the residents of West Toledo. Of the remaining retail establishments of Toledo little need be said. The clothing, drug, hardware, shoe and men's furnishing stores compare favorably with those in other cities of Toledo's class. Patrons of these stores find both the proprietor and the help courteous and efficient. "If we haven't just what you want, we will get it for you on short notice," seems to be the motto of Toledo's tradesmen. In the notion trade, the establishments of F. W. Woolworth and S. S. Kresge, popularly known as "five and ten cent stores," carry a large assortment of small articles and enjoy a liberal patronage.

THE WHOLESALE TRADE

Grocers—In 1836 Valentine H. Ketcham came to Toledo from New York and opened a retail grocery in a small building at Perry and St. Clair streets. During the next five years Mr. Ketcham moved his place of business successively to Summit Street near Perry; to the corner of Lagrange and Summit streets; and to 32 Summit Street, where in 1841 a small wholesale business was started. A little later the business was removed to the corner of Jefferson and St. Clair streets. In 1846 Joseph K. Secor acquired an interest and the firm of Ketcham & Secor was organized as a wholesale concern exclusively. This partnership lasted until 1854, when Mr. Ketcham withdrew to engage in the banking business. He was succeeded by Peter F. Berdan, who formed a partnership with Joseph K. and George J. Secor. In 1856 George J. Secor withdrew and in 1858 a new firm was formed, composed of Peter F. Berdan, Joseph K. and James Secor, Maro Wheeler and John B. Ketcham—the last three having formerly been employed as salesmen.

Passing over the numerous changes in the personnel of the firm during the next thirty-two years, in 1900 the business had grown to proportions which required larger quarters. In 1902 the building occupying one entire square, fronting on Washington, Erie and Huron streets, was completed and the company took possession. The force of traveling salesmen was then increased and the trade was extended into all parts of Ohio, Michigan and Indiana, and even into Illinois. In 1917 the business was incorporated under the name of the Berdan Company, with a capital stock of $1,500,000. The officers at the beginning of the year 1922 were: Marshall Sheppey, president; S. C. Walbridge, vice president and treasurer; Sinclair Berdan, secretary.

Rudolph A. Bartley was born in Wurtemburg, Germany, May 9, 1851, and came with his parents to America when he was three years old. After a short residence in Perrysburg, the family removed to Lucas County and settled in Oregon Township. Here Rudolph attended the district schools until 1867, when he came to Toledo "to look for a job." He was first employed in the grocery of H. & F. Barnes for about a year, after which he was with the grocery of J. A. Speyer, corner of Summit and Orange streets, for nearly four years. By 1872 he had saved $200 and borrowed $100 more, in order to enter the grocery business in partnership with Enos Cousino. The firm, with its modest capital of $600, was first located at 310 Summit Street. In 1882 Mr. Bartley purchased his partner's interest and the same year bought the stock and fixtures of the J. C. Wuerfel Company next door.

During the next five years the business prospered and in 1887 Mr. Bartley decided to enter the wholesale field. He therefore moved into the five story Messenger building, at the corner of Cherry and Summit streets, where he remained until his store was destroyed by fire on October 26, 1908. By January 1, 1909, he was again in business, on the corner of Monroe and St. Clair streets, with an entire new stock, in the building formerly occupied by the Bostwick-Braun Company. In 1921 the R. A. Bartley Company was incorporated with a capital of $1,000,000 and the following officers: R. A. Bartley, president; Mrs. R. A. Bartley, John Bartley and Norman H. Meyer, vice presidents; C. W. Peckinpaugh, secretary and Mary L. Voss, treasurer. The place of business was then at the corner of Ontario and Washington streets.

In 1884 the firm of J. H. Feilbach & Company began business as commission merchants. Gradually the concern was converted into a wholesale grocery house. From the beginning the firm was successful and several removals were necessary to secure larger quarters. On January 1, 1899, the business was incorporated as the Feilbach Company, with an authorized capital stock of $200,000. In August, 1909, the company took possession of the six-story building just then completed at 25-27-29 Superior Street, which building was erected especially for the grocery business. The capital stock was then increased to $300,000. The traveling salesmen cover a large territory in Ohio, Michigan and Indiana. The officers of the company at the beginning of 1922 were: Charles Feilbach, president; F. M. Feilbach, vice president and secretary; P. W. Feilbach, treasurer.

The Overmyer Company, wholesale grocers, is the outgrowth of the old firm of Wood & Acklin, which commenced business about 1890. Several changes in the personnel of the firm occurred during the next five years and in 1896 the business was incorporated as the Paddock-Overmyer Company, with a capital stock of $100,000. Soon after the incorporation, the company located at 210-212 Superior Street, where it remained until 1903, when larger quarters became necessary to accommodate the growing trade. A removal was then made to 20-22-24 Huron Street. In the spring of 1910 J. H. Paddock withdrew and the name was changed to that of the Overmyer Company. At the same time the capital stock was increased to $125,000. A little later the building at 15 to 23 South Ontario Street was taken by the company and the capitalization was increased to $500,000. The officers of the company at the beginning of 1922 were: A. E. Overmyer, president; J. A. Murphey, vice president; R. F. Cummerow, secretary; H. M. Overmyer, treasurer.

Church & McConnell entered the wholesale grocery field in 1899, occupying the large building on the corner of Jefferson Avenue and St. Clair Street. The firm became distributor for several leading brands of cigars in connection with the regular grocery business. This firm has been succeeded by the Harnit & Hewitt Company, with a capital stock of $200,000. The officers at the beginning of the year 1922 were as follows: George S. Harnit, president; Henry W. Hewitt, vice president; William A. Hein, secretary and treasurer. Both Mr. Harnit and Mr. Hewitt have been connected with the business for many years, having held official positions in the company when it was first incorporated with W. G. Church as president.

Other prominent wholesale grocery houses are the Brundage Brothers Company, 18-22 St. Clair Street; the Creasey Corporation, 130-132 North Huron

Street; and the Mutual Wholesale Company, 1215 West Bancroft Street. George B. Chiesa & Company, wholesale dealers in fruits, nuts, etc., began business in 1878. In 1906 George B. Chiesa withdrew and the business was incorporated as the Chiesa Company, with Harry Chiesa and R. L. Gazzolo as the principal stockholders. Another firm that deals in all kinds of fruits and vegetables is the Geroe Company, which was established in 1870 under the name of A. A. Geroe & Son. In 1904 the business was incorporated as the Geroe Company, with a capital stock of $50,000. The East Toledo Fruit Company and the Toledo Fruit and Produce Company are well known business concerns in the line of fruits, nuts, etc.

As a coffee roasting and spice grinding center, Toledo is one of the largest in the United States. About one thousand persons are employed in the coffee roasting, tea packing and spice mills of the city, and some four hundred salesmen are on the road representing these houses, the products of which are sold in every state in the Union. From twenty-eight to thirty million pounds of coffee are roasted annually; eight million pounds of tea are packed and distributed, and over three million pounds of spices are ground and shipped.

The oldest of the coffee and spice concerns is the Woolson Spice Company, which was organized in August, 1882, by A. M. Woolson, S. B. Wood, Pliny Watson, J. B. Ketcham, John Berdan, George Emerson, P. S. Willis, James Secor and Samuel Stettiner. The company began business at 115 Monroe Street, blending coffees and grinding spices. In 1884 it was incorporated, and the next year removed to the corner of Superior and Jackson streets. Not long after this a lot 120 by 280 feet on the corner of Huron and Jackson streets was purchased and a building erected thereon for roasting, grinding and salesrooms. In 1896 the business was purchased by the American Sugar Refining Company, of New York.

In the early years of the company the "Lion" brand of coffee, in sealed packages of one pound each, was placed on the market. About the time the American Sugar Refining Company took over the plant, the Arbuckle Brothers, of New York, began to exploit their "Ariosa" coffee and a coffee "war" resulted. The fight for supremacy resulted in considerable litigation, much of which was tried in the Toledo courts. In 1900 the Woolson Company commenced giving its attention to the production of high grade goods, both in coffees and spices. In June, 1909, a change was made in the management, Hermann Sielcken, a New York capitalist, becoming president and principal stockholder. Mr. Sielcken was the junior member of the firm of Crossman & Sielcken, at that time reputed to be the largest importers and handlers of green coffee in the United States. In the reorganization W. A. Brigham was made vice president; J. W. Koehrmann, secretary and general manager; S. P. Jermain, treasurer. Distributing depots were established at Chicago, Davenport, Iowa, Dallas, Texas, Minneapolis, Buffalo, Kansas City, St. Louis and Memphis.

A little while after the reorganization of 1909, new headquarters were established at Summit and Sandusky streets. At the beginning of the year 1922 the capital stock of the company was $300,000 and the officers of the company were as follows: J. W. Koehrmann, president and general manager; Frank D. Stranahan, vice president; C. N. Bevan, secretary and treasurer.

In 1892 John M. Bour began roasting coffee on a small scale on Summit Street. From the start special attention was given to the better grades, and in a short

time Mr. Bour removed to larger rooms on Monroe Street. Then he commenced handling teas. It was not long until more room was needed and he removed to 113-117 Ontario Street. Expert buyers in the seaboard cities, and even in foreign countries, kept the Toledo "factory" supplied with the best coffees and teas. In a few years the "Royal Garden" and "San Marto" coffees and "Royal Garden" tea were known all over the country. In 1904 a site was purchased at Smith Street and Spielbusch Avenue and a five-story, reinforced concrete building was erected, equipped with electric power machinery, not only for roasting coffee, but also for making cartons and shipping cases.

Mr. Bour retired from the presidency of the company in 1910 and recently the business has been reincorporated under the name of the Blodgett-Beckley Company, with a capital stock of $300,000; Albro Blodgett, president; S. W. Beckley, vice president; H. P. Blodgett, secretary and treasurer.

The Gasser Coffee Company was incorporated in October, 1905, with an authorized capital of $100,000 and the following officers: M. H. Gasser, president; Charles A. Peckham, vice president; Henry W. Basey, secretary and treasurer. Soon after the incorporation, the company had the opportunity to secure the quarters just vacated by the Bour Company at 113-117 Ontario Street, where the business has since been conducted. Within five years sales offices were established in a number of cities throughout the Middle West and the "Kar-A-Van" coffee became widely recognized as a standard brand. Milton H. Gasser has been president of the company from the time it was founded. The other officers at the beginning of 1922 were: Charles A. Peckham, vice president; Wells B. Miller, secretary and treasurer. The capital stock at that time was $200,000. All the wholesale grocers handle coffees and some of them are roasters to a limited extent.

Dry Goods—Leander S. Baumgardner came to Toledo in 1866 with a stock of men's furnishing goods, notions, etc., and opened a store at 76 Summit Street. It was not long until he was doing a jobbing business in certain lines and in 1881 he removed to the Hall block, corner of Jefferson Avenue and St. Clair Street, in order to obtain more room. About a year later the Hall block was destroyed by fire and Mr. Baumgardner resumed business at the corner of Summit and Jackson streets. In 1888 his nephew, Edson W. Baumgardner, was admitted to partnership and the firm took the name of L. S. Baumgardner & Company. The new firm added a stock of general dry goods for the wholesale trade. In 1899 the place of business was removed to the six-story building on the corner of Jefferson Avenue and St. Clair Street. On January 1, 1910, a reorganization was effected and the name Baumgardner & Company was adopted. The members of the firm at that time were: Edson W. and James F. Baumgardner, brothers; Frank L. and Ned L. Baumgardner, sons of Edson W.; J. H. Hildebrand and Anthony W. Lewis. Mr. Hildebrand and Mr. Lewis afterward withdrew and their places were taken by James B. and Carlton M. Baumgardner.

Leander S. Baumgardner, the founder of this early wholesale dry goods house in Toledo, was born in Wayne County, Ohio, February 10, 1832. His father, Peter Baumgardner, was a native of Germany, who came to this country in 1812, when he was fourteen years of age. After his marriage to Catharine Heller, in Pennsylvania, the couple came to Ohio and located in Wayne County. At the age of ten years Leander was bound out to a farmer, with the provision that he

should be permitted to attend school three months each winter. This part of the agreement was not lived up to by his master, but by studying at night and otherwise making good use of his limited opportunities he acquired sufficient education to enable him to qualify as a teacher before he reached his majority. After teaching for two seasons, he entered into a partnership with his brothers, J. H. and T. P. Baumgardner, under the firm name of J. H. Baumgardner & Company, and opened a store at Wooster. That was in 1854. Three years later the brothers erected a building especially for their use and began the publication of a newspaper, chiefly for advertising purposes. In 1865 Leander disposed of his interest and the next year came to Toledo, as already stated.

Mr. Baumgardner was a public spirited citizen. While at Wooster he took part in the establishment of the public library; after coming to Toledo he assisted in organizing and was the first president of the Tri-State Fair Association; was one of the organizers of the Merchants' and Manufacturers' Exchange, and took a commendable interest in public affairs. In 1879 he was the candidate of his party for mayor, but was defeated, and in 1880 his name was before the Republican convention as a candidate for Congress. He was interested in a number of business concerns and throughout life was a busy and useful member of the community.

Shortly after the close of the Civil war, the dry goods firm of Luce, Chapin and Blass was organized. It was composed of Charles L. Luce, Frederick C. Chapin and James Blass and opened a dry goods store at 176 Summit Street. A little later they removed to 32-34 Summit Street, where they embarked in the wholesale trade. In 1873 the place of business was removed to 132-134 Summit Street and the next year Mr. Luce became sole proprietor. He carried on the business until his death on September 15, 1886, when the C. L. Luce Company was organized. Some years later the stock was disposed of to various retailers and the house passed out of existence.

The Miller & Hadley Company, wholesale dry goods, was incorporated in 1906, with an authorized capital of $100,000. At the beginning of 1922 this concern was located at 23-29 Summit Street and was officered as follows: Hardy Miller, president and treasurer (since deceased); Charles C. Gleckler, vice president; E. J. Biggs, secretary. Other prominent wholesale dry goods houses at that time were: The Buckeye Merchandise Company, 512 Monroe Street; the Lucas Merchandise Company, 116 St. Clair Street.

Hardware, Glass and Paints—The oldest wholesale house in this line is that of the Bostwick-Braun Company, which was established in 1855. The founder of this house was William Roff, who was born at Newark, New Jersey, September 10, 1802. He was educated in the schools of his native state and while still in his 'teens entered a hardware store as a clerk. Subsequently he went to Savannah, Georgia, and other southern cities, after which he engaged in the hardware business for himself in Newark, New Jersey. In 1850 he and his brother, Charles B. Roff, opened a hardware store in Racine, Wisconsin, but in 1855 removed to Toledo. In 1862 Oscar A. Bostwick entered the employ of the firm as a salesman and in 1865 became a partner. Three years later William Roff sold his interest to Carl F. and George A. Braun, in 1873 Mr. Bostwick purchased Charles B. Roff's interest and the firm of Bostwick, Braun & Company was formed. In January, 1893, the business was incorporated as the Bostwick-Braun Company,

with a capital stock of $150,000. At that time the place of business was on the corner of Monroe and St. Clair streets. Not long after the incorporation, Mr. Bostwick retired and some new stockholders came into the company. The business continued to increase until in 1907, when the block bounded by Monroe, Summit and Perry streets and the Maumee River was acquired and an eight-story building, with basement, was erected. The trade of this house extends into all parts of Ohio, and portions of Indiana, Michigan and West Virginia. Some idea of the growth may be gained by the fact that the capital stock has been three times increased and in 1921 it was $3,000,000. The officers of the company at the beginning of 1922 were: George A. Braun, chairman; H. L. Thompson, president; William W. Knight, vice president and secretary; Harry A. Nusbaum, vice president; H. M. Kelsey, treasurer.

The Stollberg Hardware and Paint Company began business as a hardware concern in 1880. From a modest beginning the wholesale trade grew until 1890, when the company was incorporated as the Stollberg Hardware Company. On January 1, 1913, it was reincorporated as the Stollberg Hardware and Paint Company, with a capital stock of $125,000. The place of business is at 416-420 Huron Street and the officers of the company at the beginning of 1922 were as follows: John Stollberg, president and general manager; H. L. Green, vice president; H. W. Morgan, secretary; William F. Stollberg, treasurer.

On August 1, 1906, the Simmons Hardware Company, of St. Louis, probably the largest of its kind in the world, opened a branch in Toledo under the name of the Standart-Simmons Hardware Company. The business is still conducted at the same place—34 to 48 South Erie Street—under the name of the Simmons Hardware Company, and caters to the hardware trade of Ohio, Indiana, Kentucky, Pennsylvania and West Virginia. Probably more "Keen Kutter" tools, sold by this company, are used by mechanics than any other one brand. The officers of the company at the beginning of 1922, were: W. D. Simmons (St. Louis), president; C. B. Bennett, vice president and general manager; John R. Young, secretary; Lewis S. Haslam (St. Louis), treasurer; Frank D. Segur (Toledo), assistant treasurer.

The Heavy Hardware Company was incorporated in 1892, with a capital stock of $30,000, which has since been increased. It began business at 412-414 Summit Street, but in 1905, in order to obtain more room, removed to 26-30 Huron Street. Still later it removed to Vance Street, occupying the numbers from 310 to 332. The stock of this company consists mainly of bar iron and steel, mill supplies, wagon makers' materials, etc. The officers of the company at the close of 1921 were as follows: George H. C. Cray, president; William W. Cray, vice president; Edward L. Cope, secretary, treasurer and general manager.

In 1895 Daniel C. Shaw, Cornelius Kendall, William Hardee, Joseph L. Wolcott and William L. Brown organized the Shaw-Kendall Engineering Company, which was incorporated on January 1, 1896, with a capital of $50,000. It began business on the corner of St. Clair and Washington streets, but in 1906 it removed to 120-130 Superior Street. This concern handles iron pipe, valves, fittings, etc., for steam power plants, and its trade extends over Ohio, Northern Indiana and the lower peninsula of Michigan. Several changes have been made in the personnel of the company and at the close of 1921 the officers were as follows: William L.

Brown, president; W. C. Carr, vice president; Charles H. Carroll, secretary and treasurer.

The Schunck Hardware Company, located at 504-506 Monroe Street, was incorporated in May, 1912, with a capital stock of $100,000. It does both a wholesale and retail business in stoves, ranges, garage supplies, automobile accessories, refrigerators, builders' hardware, paints, glass, etc. The officers of the company at the beginning of the year 1922 were: Robert H. Aish, president; J. G. Nuhfer, vice president; Robert Baur, secretary and treasurer.

There are a number of other concerns, such as the Auburndale Hardware Company, 3203-3205 Monroe Street; the Birkmayer-Rodemich-Showel Company, 501-503 Summit Street; Clapp Stove and Hardware Company, 612-614 Summit Street; the Wolf Hardware Company, East Toledo; the Ohio Plate and Window Glass Company, 313-317 Morris Street; Toledo Paint and Supply Company, 213 Superior Street, all of which do a large business in the hardware, glass and paint lines, and some of them do a jobbing trade.

Shoes—In the wholesale shoe trade, the oldest house in Toledo is that of R. H. Lane & Company, which dates back to 1854. When it began at that time, the firm was W. W. Griffith & Company, composed of W. W. Griffith, John and Robert Cummings. After a few years Mr. Griffith sold his interest to his partners, who continued the business until 1885, when they disposed of the stock and good will to R. H. Lane and J. F. Cummings. The new firm of R. H. Lane & Company added to the stock and extended the trade over considerable portions of Ohio, Michigan and Indiana. The place of business in 1922 was at 126-128 St. Clair Street, in which neighborhood the firm and its predecessors have been located for almost three score and ten years.

William H. Simmons came to Toledo in 1865, formed a partnership with Orlando C. Smith, and engaged in the leather business under the firm name of Smith & Simmons. The first place of business was a small store room on Summit Street. In 1879 George H. Peabody, of Boston, Massachusetts, became a partner and the business was enlarged to include the manufacture and jobbing of boots and shoes. Gradually the trade was extended from Lake Superior to the Ohio River and as far west as Missouri. In 1890 the Simmons Boot and Shoe Company was incorporated. In 1906 William H. Simmons retired and was succeeded as president and treasurer by his son, Francis W. Simmons, who still held the position in 1922. Several changes of location have been made, the removal to 133-137 St. Clair Street occurring about 1910. The capital stock of the company is $225,000. Next to Francis W. Simmons, the most active member of the company is E. F. Overmier, who holds the office of secretary.

Another wholesale shoe house that began business in 1865 is the Western Shoe Company, though at the beginning the concern was known as W. B. Messenger & Company. The members of that firm were W. B. Messenger and Gen. John W. Fuller. Two years later General Fuller withdrew his interest, but remained with Mr. Messenger in the capacity of manager and bookkeeper. In the fall of 1867 Messenger failed and the stock was purchased by General Fuller and T. W. Childs. The firm of Fuller & Childs was succeeded in 1872 by Fuller, Childs & Company, Dr. S. S. Stambaugh then becoming a partner. Between 1872 and 1889 a number of changes took place in the membership of the firm. Then the business was incorporated under the name of the Western Shoe Company. In 1922 this

company was located at 120-124 St. Clair Street and was officered as follows: Charles A. Haviland, president; P. J. Gallier, vice president; William E. Schroeder, secretary and treasurer.

On June 3, 1902, the Ainsworth Shoe Company was incorporated with an authorized capital of $100,000, to engage in the business of selling boots, shoes and rubbers at wholesale. For some time the company was located at 209-211 St. Clair Street, but in 1922 its place of business was at 122-124 Huron Street. The officers of the company at that time were: J. M. Longnecker, president; W. T. Bailey, vice president and manager; James Hodge, vice president; E. W. Eastell, secretary and treasurer.

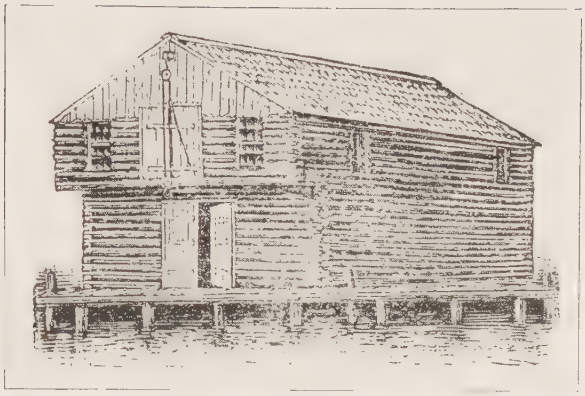
Drugs, etc.—In 1877 was established the wholesale drug house of W. J. Walding & Company. The firm was composed of W. J. Walding, John S. Kinnan and H. E. Marvin. About a year later the firm name was changed to Walding, Kinnan & Marvin, under which it continued until 1894, when the Walding, Kinnan & Marvin Company was incorporated with a capital stock of $100,000. When the firm first began business in 1877, it was located at 167 Summit Street. In 1896 the company erected the five-story building at 332-334 Summit Street, where it was still located in the spring of 1922. The officers of the company then were as follows: R. H. Bradley, president; G. B. Parker, vice president and treasurer; A. R. Waite, secretary. This company's trade covers Northern Ohio and Indiana and Southern Michigan. It holds membership in the National Wholesale Druggists' Association, of which Mr. Walding was president in 1902.

The Cooley Drug Company had six stores in the city in the spring of 1922, to wit: No. 9 Ontario Street, 421 and 801 Monroe Street, 821 Madison Avenue, 504 Galena Street, and 2497 Detroit Avenue. The Ontario Street store does a wholesale business, and the others are retail stores. This company was incorporated in 1892. At the beginning of the year 1922 Irving Squire, of New York, was president; William S. Cooley, vice president; Clifford C. Whitmore, secretary; L. M. Cooley, treasurer and general manager.

Closely allied with the wholesale drug trade is the Rupp & Bowman Company, located at 319 Superior Street. This concern was incorporated in January, 1909, with a capital of $80,000, to handle hospital, physicians' and nurses' supplies, surgical instruments, druggists' sundries, etc. At the close of 1921 John W. Rupp was president; Smith Bartlett, vice president; Waldo M. Bowman, secretary and treasurer.

Miscellaneous—The wholesale hat trade is represented by the Weed-Colburn Company, 221-225 Huron Street, which was incorporated on June 1, 1914, with a capital of $75,000; the Frankenberg & Lempert Hat Company, 202 Summit Street, incorporated in 1907; and the firm of Newman Brothers, 321 Monroe Street.

Among the large commercial concerns of Toledo is the National Supply Company, the general offices of which are at 136 Huron Street. In 1889 the Buckeye Supply Company was organized for the purpose of supplying the oil fields of Northwestern Ohio with the requisite apparatus for producing oil and natural gas. It was organized by the same men who later organized the Shaw-Kendall Engineering Company already mentioned. The company was incorporated in 1894 and two years later was consolidated with a similar concern in Pittsburgh, Pennsylvania, under the name of the National Supply Company, with $12,000,000 common stock and a preferred stock of $20,000,000. This company, which originated in Toledo,



This is a drawing by the late Richard Mott of the first warehouse and elevator erected in Toledo in 1817 on the second lot southwest of the corner of Summit and Monroe streets. It was torn down in 1837.

This is a picture of Wabash Elevator No. 5, which stood on the north side of the river about half way between the railroad bridge and the Island House and freight yards. It had a storage capacity of 1,700,000 bushels. In 1887 twelve elevators, with an aggregate capacity of seven and a quarter million bushels of grain, lined the river, two of which were on the south side. On January 3, 1894, three elevators, each with a capacity of 100,000 bushels, were destroyed by fire, these being two King's and Quayle's.

does business in all the oil fields of the United States, with branches in a number of the principal cities. The Toledo branch—or rather the parent organization—looks after the needs of the oil fields in Ohio, Indiana and Kentucky, though some supplies are shipped to Texas and Oklahoma. At the beginning of 1922, James H. Barr, of New York, was president; Frank Collins, John M. Wilson, George F. Mahan and Charles W. Mascho, vice presidents; Charles R. Clapp, secretary and treasurer; S. S. Cooke, assistant secretary and treasurer.

The Toledo City Directory for 1921 shows 21 manufacturing and wholesale confectioners, 4 fish dealers, 3 barbers' supply houses, 4 dealers in cigars and tobacco, 4 wholesale clothing houses, 5 dental supply companies, 6 mail order houses in different lines of goods, 10 wholesale dealers in paper, dealers in plumbers' and gas fitters' supplies, jewelry, leather, millinery, sash and doors, etc., so it will be seen that practically all lines are represented in the Toledo jobbing trade.

THE GRAIN TRADE

In the commerce of Toledo the trade in grain plays a conspicuous part. The first wheat exported was in the fall of 1827, when 300 bushels raised on the farm of Coleman I. Keeler were shipped in the schooner "Eagle." The completion of the Erie & Kalamazoo Railroad to Adrian in 1836 made it possible to bring wheat from Southern Michigan for shipment at Toledo. Two years later, when work was commenced on the Wabash & Erie Canal, the large influx of laborers created a demand for breadstuffs. In that year, for the first time, the farmers of Lucas County produced a small surplus of grain. Richard Mott built a warehouse on Water Street, between Adams and Oak (now Jackson) streets. It was equipped with a small elevator, operated by horse power. This was the first grain elevator in Northwestern Ohio. Compared with modern methods of handling and storing grain, it was not much of an elevator; but it proved to be a labor saving institution and marked the beginning of Toledo as a grain market. It was destroyed by fire in 1839 and Mr. Mott the next year built the "old red warehouse," as it was known for many years, at the foot of Monroe Street. Here an improvement was made in the manner of applying the horse power, and Mr. Mott became the leading grain dealer in the Maumee Valley.

The Wabash & Erie Canal was opened from Lafayette, Indiana, to Toledo in 1843, bringing the surplus grain from the Wabash Valley and the upper Maumee country. The next year (1844) one-half of the wheat delivered at Atlantic ports was shipped from the four Ohio cities—Cleveland, Milan, Sandusky and Toledo—and the greater portion of this half was shipped from Toledo. The great increase in the quantity of grain received at Toledo after the completion of the canal, created a demand for better shipping facilities. In 1847 the firm of Brownlee & Brown (John Brownlee and Egbert B. Brown) built the first steam elevator at Toledo. Its capacity was much greater than that of any previous structure of its kind and it was fitted with sloping bins, which would discharge their contents by gravity, saving much labor. This elevator was located at the foot of Madison Avenue. Shortly after it was built it passed into the hands of Brown, Walbridge & King, which began business in 1846, and subsequently into the hands of C. A. King & Company. In 1851 the grain exports from Toledo were as follows:

Corn	2,775,150 bushels
Wheat	1,639,745 bushels
Oats	64,440 bushels
Total	4,479,335 bushels

FLOUR MILLS

It soon became apparent to some sagacious gentlemen that wheat could be shipped more economically and to better advantage by being converted into flour. This idea led to the erection of the Manhattan Flour Mills, though it was able to take care of only a small part of the wheat that flowed into Toledo. It was not until about 1890, however, that the Toledo mills were increased in capacity sufficiently to consume any considerable part of the wheat offered for shipment.

In 1889 the Toledo Grain and Milling Company was incorporated and bought the Armada Mills, which had been erected some years before, but had been practically destroyed by fire. The principal promoters of the Toledo Grain and Milling Company were D. W. Camp, F. N. Quale and W. J. Woods. An elevator with a storage capacity of 75,000 bushels was built, the mills having a daily capacity of 500 barrels of flour, besides a large quantity of feed. Both the capital stock and the storage capacity have been greatly increased.

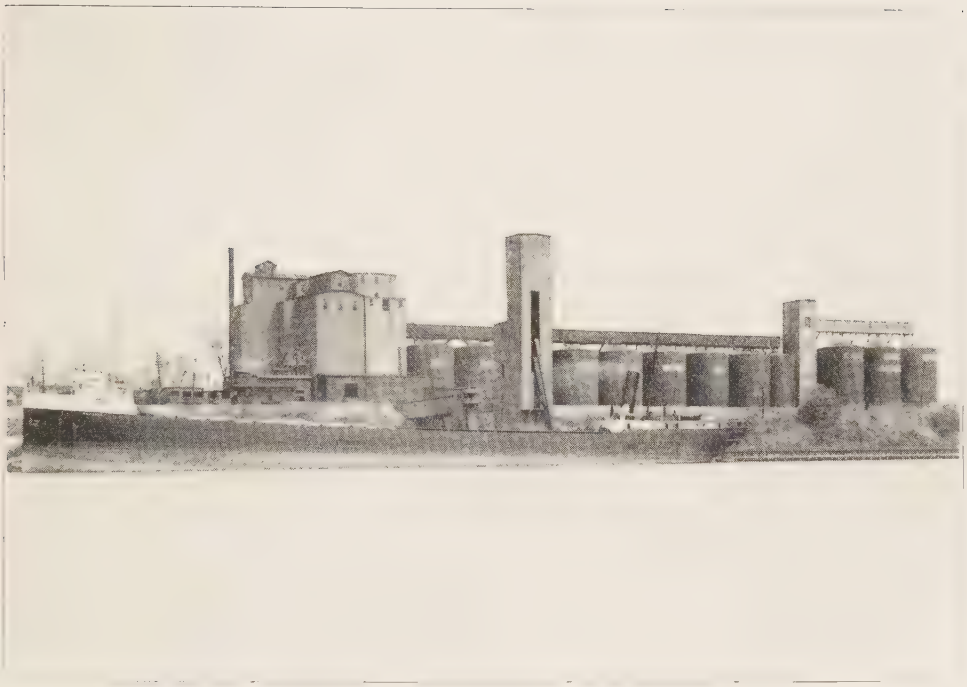
The National Milling Company was incorporated in 1891, with a capital stock of $200,000, located in East Toledo. The mills were equipped with the most modern machinery and proved to be so much of a success that in a few years the capital stock was increased to $600,000. These mills are the largest red winter wheat mills in the country, having a daily capacity of 4,000 barrels of flour. The officers of the company at the beginning of 1922 were: David Anderson, president and general manager; H. Anderson, vice president; George J. Rudd, secretary and treasurer. The company also owns an elevator.

Another large flour mill is that of the Northwestern Elevator and Mill Company, located at Summit and Columbus streets. It was incorporated in 1896, with a capital stock of $250,000 and a daily capacity of 1,800 barrels of flour, and several tons of stock feed. The officers of this company at the beginning of 1922 were as follows: Rathbun Fuller, president; C. S. Coup, vice president and general manager; John H. Taylor, secretary and treasurer.

There are a few smaller milling concerns in Toledo and the country immediately adjacent. The Toledo mills employ 250 men and produce 48,000 barrels of flour weekly. If the Great Lakes-St. Lawrence deep waterway is ever constructed, so that ocean going vessels could come up to the Toledo docks, the flour trade of the city would be greatly increased, as the cost of export would be greatly reduced and flour could be loaded directly for European markets.

ELEVATOR CAPACITY

Going back to the trade in grain, when the Produce Exchange was organized in 1876, there were twenty-three firms of grain dealers and grain commission merchants among the members. Foremost among these were: C. A. King & Company, S. W. Flower & Company, Reynolds Brothers, W. H. Morehouse & Company,



EAST SIDE ELEVATOR ON THE RIVER NORTH OF THE NEW YORK CENTRAL BRIDGE

and Henry D. Walbridge. Ten years later there were twelve large grain elevators in Toledo. Of these four were owned by the Toledo, Wabash & Western Railroad, two by the Lake Shore & Michigan Southern Railroad, two by the Dayton & Michigan Railway, one by the Union Railway Company and one by the Narrow Gauge. Charles A. King & Company and Churchill & Company owned elevators on the canal.

The abandonment of the canal had a tendency to decrease the quantity of grain received at Toledo; some of the railroads diverted a large portion of the grain handled by them to other markets, and the trade was further curtailed by the increase in freights to the seaboard. According to Archibald Gassaway, secretary of the Toledo Produce Exchange, the elevators and their storage capacity in bushels in 1922 were as follows:

Cincinnati, Hamilton & Dayton R. R., Elevator B	500,000
Central Grain Company	200,000
East Side Iron Elevator	1,500,000
Lake Shore & Michigan Southern R. R.	300,000
Imperial Feed Company	10,000
National Milling Company	1,500,000
Northwestern Elevator & Mill Company	265,000
Sheets Elevator Company	150,000
Toledo Grain & Milling Company	250,000
Toledo Salvage Company	200,000
Toledo Seed & Oil Company	350,000
Total bushels	5,225,000

All these elevators are so situated that shipments can be easily made, both by rail and water. Several of the firms in existence when the Toledo Produce Exchange was organized in 1876 are still members, though their personnel is different. Among these may be mentioned S. W. Flower & Company, C. A. King & Company and W. H. Morehouse & Company. The firm of Southworth & Company began business in 1880; the Paddock Hodge Company dates back to 1886, and John Wickenhiser & Company entered the field in 1902. Most of the grain dealers and commission merchants of Toledo are associated with the Chicago Board of Trade and the long life of the oldest firms is evidence that the grain business for the last half century or more has yielded satisfactory profits.

THE COAL TRADE

Toledo is so situated that it forms the gateway between the East and Southeast on the one hand and the West and Northwest on the other. Thus it is between the mines and the market and a very large percentage of the coal transported by boat over the Great Lakes is loaded at the Toledo docks.

Probably the oldest concern dealing in coal in Toledo is the firm of W. W. Gosline & Company, which began business in 1872 as Gosline & Barbour. In 1901 Mr. Barbour retired and his interest was taken by W. A. Gosline, Jr. The senior W. A. Gosline died on March 18, 1910, but the business has since been

continued under the old firm name. This company does both a wholesale and retail business.

In April, 1901, the George M. Jones Coal Company was incorporated with a capital stock of $100,000, and in 1922 had the reputation of being the largest operating company in the State of Ohio. The principal offices of the company are in the Ohio building, corner of Madison Avenue and Superior Street, and it ships coal to dealers in Ohio, Indiana and Michigan, as well as to many of the lake ports. The officers of the company in 1922 were: George M. Jones, president; W. L. Webb, vice president. The greater part of the coal handled by this company comes from the mines in Belmont and Perry counties, Ohio.

The Big Four Coal Company was incorporated in 1907, with a capital stock of $150,000. Many people think this company is in some way associated with the Big Four Railroad Company, but it takes its name from the fact that it was formed by the consolidation of four coal companies then in existence, viz: The Carland Coal Company, the City Coal Company, the East Toledo Coal Company and the Jaxon Coal Company. The headquarters of this company are at 408 Superior Street and the officers in 1922 were as follows: E. P. Severcool, president; Joseph Mitcheltree (Cleveland) first vice president; John Mills, second vice president; Floyd W. Clinesmith, secretary and treasurer; William L. Vail, general manager. The Big Four handles both anthracite and bituminous coal from the fields of Ohio, West Virginia and Pennsylvania. In addition to its large wholesale business, it maintains five retail yards in the city of Toledo.

The Ironville Dock and Coal Company, M. C. Sullivan, superintendent, makes a specialty of supplying steamboats with fuel. Its principal yards are at the foot of Millard Avenue and a branch is located at 2423 Parkwood Avenue.

When it is known that there are forty-eight wholesale coal companies doing business in Toledo, and almost as many retail concerns, the reader will understand that it would be impracticable to undertake a history of each in the space allotted to a single chapter. The companies above mentioned are representative of their class. All the leading concerns are fully equipped with modern machinery for loading and unloading coal. Accurate statistics as to the quantity of coal handled for local consumption at and for shipment from Toledo are not available. Treasury statistics show, however, that for several years the port of Toledo has shipped by water more coal than any other port in the United States. The figures, in tons, for the past four years being, 1919, 7,936,406; 1920, 7,483,632; 1921, 8,320,514; 1922, 7,124,512. Shipments were light in 1922 because of the prolonged coal strike. The three main docks shipped coal as follows: The Hocking Valley, 3,421,818; The Baltimore & Ohio, 2,994,000; The Toledo & Ohio Central, 702,704 tons. The Toledo & Ohio Central was specially affected by the strike.

CHAPTER XXII

MANUFACTURING INTERESTS

EARLY FACTORIES—INDUSTRIES IN 1850—IN 1860—IN 1880—WOODWORKING PLANTS—BOX FACTORIES—FURNITURE—IRON WORKS—METAL WHEEL INDUSTRIES—GLASS FACTORIES—PAINTS AND VARNISHES—OIL REFINERIES—VEHICLE MAKING—MISCELLANEOUS FACTORIES—OTHER IMPORTANT FACTORIES—TOLEDO FACTORIES BUILDING—INDUSTRIES IN 1914 AND 1919—INDUSTRIAL CONDITION, 1923—INDUSTRIAL DISPUTES—THE OVERLAND STRIKE.

When it is realized that there were in 1923 over four hundred incorporated companies doing a manufacturing business in Toledo, besides many individuals and partnerships, making up altogether about seven hundred plants, the futility of attempting to give a history, in detail, of manufacturing within the space allotted to one chapter will readily be seen. All that can be done here is to show in a most general way the beginnings and progress in manufacturing, with special reference to some, only, of those industries which have been most active in emphasizing the city's importance in the industrial world. Some attention will be given, also, to certain industries which are prominent in their respective classes and which help to mark the city as an important manufacturing center. The city is developing industrially so rapidly that any present discussion, however full, quickly becomes inadequate.

EARLY FACTORIES

One of the first needs of the early settlers of Toledo was for lumber for building their houses. To supply this need, Ezra Goodale and Oliver Stevens built a small sawmill in 1831. It was located on Swan Creek, near the present crossing of Detroit Avenue (then known as the Detroit and Maumee road), in order to be near the timber supply, and was operated by water power. This was the first manufacturing plant of any kind in Toledo. It was not much of a mill, but it was hailed as a great institution by the pioneers.

The second sawmill was a more pretentious affair. It was located near the foot of Elm Street, was built by Edward Bissell and was operated by steam. This mill began turning out lumber in the summer of 1834. It seems to have been a formidable competitor for Goodale & Stevens, as the next year they advertised their mill for sale. The advertisement stated that the mill had a capacity of 300,000 to 400,000 feet of lumber a year. The third sawmill was built by Charles V. Jennison on the east side of the river.

The development of milling and production of flour and meal is left to the consideration of another chapter. Almost coincident with the demand for lumber came a demand for wagons and carriages. Therefore it is not surprising to learn

from the early files of Toledo newspapers that in 1837 J. & J. N. Mount advertised as carriage makers. The same paper carried an advertisement of William R. Hoyt as a "cabinet maker and chair manufacturer." In 1834, Samuel McDowell started a small foundry, using bog iron as the raw material, and in the same year Shaw & Babcock began the manufacture of brick. Four years later the local papers carried the advertisement of Clark & Legraen who had established a hat factory.

Wason & Company began the business of assembling railroad cars in Toledo in 1851, the several parts of the cars being manufactured in other cities. Two years later the car works of Field & Wilmington were started. Upon the death of A. J. Field in 1858 the business was incorporated under the name of the Toledo Car Company, the principals of which were William Wilmington, C. B. Phillips and John H. Whitaker. The company suspended operations in 1872.

For many years prior to twenty-five or thirty years ago, the city was noted as an important center in the manufacture of tobacco, principally of chewing grades. The Bronson Tobacco Works were established in Toledo in 1851 by Calvin Bronson, who removed from Centerville, Michigan, where he began the business in 1836. In 1865, this factory paid on its sales a government tax of over a quarter of a million dollars. The next year Mr. Bronson retired and the business was conducted for several years by his brother, David Bronson, and Charles R. Messenger, who were succeeded in 1886 by William H. Harrison. A few years later the concern was removed from the city.

Another tobacco factory, which once enjoyed a large business throughout the central west, was that of Chase & Isherwood, established in the fall of 1862. It turned out plug and fine-cut chewing tobacco and several brands of smoking tobacco. The first location was at 182-84 Summit Street. In February, 1863, W. S. Isherwood and Leander Burdick became interested in the business and the firm name was changed to Chase, Isherwood & Company. Early in 1866, the factory was removed to a new building on Broadway, opposite the Oliver House, where the business was carried on for several years, when the competition of cities more favorably located became too strong and the concern was closed.

INDUSTRIES IN 1850

Toledo, before the Civil war, was a small place with the usual diversity of interests found in a central point, such as it was. The living wants of its people and tributary territory were in large measure supplied by many small concerns making the articles most common in domestic use, supplying the needs of its population—tinware, boots and shoes and clothing, harness and saddlery, furniture, vehicles and building materials, not different in that respect from most towns of similar character throughout the country. These were produced in a small way, only, with no reaching out for trade at any distance. Official reports for 1850 show that then there were 38 industrial plants in the city, engaging $98,200 of capital, employing 263 persons who received in wages for the year $70,808, and making goods of an aggregate value of $304,525. Distilling and milling employed the largest amount of capital, and produced, in value, about half of the aggregate product. The whisky output was placed at $76,600, and flour at $75,000. The average yearly wage is seen to be $269.

By 1860 the industrial situation had grown to one hundred plants, with capital involved amounting to $660,700, employing 885 persons whose aggregate wages were $288,024, an average of $325. The output for the year, in money, was $1,568,390. In 1850, the classifications were nineteen, which were increased to twenty-seven in 1860. By this last year distilling ceased to figure in the city's business. Brewing, however, had become a prominent industry, employing the second largest amount of capital, milling, both as to capital and value of product, occupying the first place. The flour produced was valued at $407,000; clothing, $292,000; millwork, $202,000; tobacco and cigars, $180,000; beer, $124,000; tin and sheet iron work, $112,000.

Before the Civil war the western people were inclined to look upon the eastern States as the only section of the country in which manufacturing could be carried on successfully. Western capital and energy were mainly directed toward the development of canal, lake and railroad traffic, in order that the agricultural products of the West might be more readily exchanged for the output of the New England factories.

When the war began, the eastern factories were taxed to their capacity to supply the government with materials for its prosecution, and western people were forced to make many things they had formerly obtained by exchange. Thus Toledo, in common with other cities in the Ohio and Mississippi valleys, aided to some extent by changes in the tariff laws, entered the field of general manufacturing.

INDUSTRIES IN 1880

This was reflected in the great expansion in industrial life which came in the next twenty years. In 1880, the city, with a population of 50,137, listed 440 plants, covering forty classifications. The capitalization of these was $5,534,285, and the workmen employed were 6,738, receiving $2,260,456 in wages, averaging $334 yearly per person. Forty years later, or in 1919, as shown below, the average factory wage in Toledo had increased to $1,265, or more than three hundred and seventy-five percent. In 1880, brewing employed the largest capital ($450,000) and put out the most valuable product ($827,164), thus being the leading industry. So far as value of product was concerned, the tobacco industry came next in importance, chewing and smoking tobacco of the value of $751,000, and cigars of the value of $196,223 being produced, but the sawmill industry, with $428,000; printing and publishing, with $353,000; and millwork with $336,000, employed more capital.

WOODWORKING PLANTS

The local supply of timber of all kinds naturally stimulated first the development of woodworking plants, and these quickly grew into importance with the increase of shipping facilities. A small planing mill was built by Casper H. Schroeder in 1867 at 339-41 South Erie Street wherein doors, window sash, blinds and such building supplies were manufactured. This business soon grew into importance, becoming incorporated in 1886 as the C. H. Schroeder Company, and still continues as a feature of that branch of industry. In 1902 this factory filled an order of forty-two carloads of sash and doors, to be shipped to Manchester, England.

Next followed the Western Manufacturing Company, organized in 1870 by

John H. and Frederic Puck and four associates. This concern does an extensive business at 731 Water Street.

In 1875, B. A. Stevens established a business which quickly rose to great importance. As the B. A. Stevens Company, it was incorporated in 1905, after the death of the founder, with a capital stock of $250,000. Initially the manufacture was of ice boxes, receptacles, bowling alleys, etc. It continues as a very important factor in the city's life, located at Erie and Lafayette streets, and produces a complete line of butcher's tools and equipment, billiard tables, refrigerator work of all kinds, with a product going to all parts of the United States and foreign countries.

BOX FACTORIES

In 1854, George Wilson began the manufacture of wooden boxes or packing cases in a small shop near the intersection of Erie and Monroe streets. This business was incorporated in 1900 as the George Wilson & Sons Company, and now makes a specialty of boxes for bottle makers and packing cases for the shipment of bottled liquid.

Boxes were subsequently made by the firm of Barbour & Starr at their factory at 2838 Summit Street, later becoming known as the Phoenix Box Factory. This business continues with Charles W. Riegel as sole proprietor.

While the Toledo tobacco factories were in operation in the early '70s, wooden pails of basswood were made in large numbers. For several years August Spross manufactured 100,000 pails annually. At one time butter tubs of oak were manufactured largely.

As the timber supply of the United States began to diminish, it became necessary to find other materials for making packing cases. For small articles of light weight, paper boxes have come into general use. There are several manufacturers of paper boxes in Toledo, the best known of which are the Hygeia Paper Box Company, 2106 Auburn Avenue; the Spitzer Paper Box Company, 3051-57 Monroe Street; the Sweers Riley Company, 1207 Adams Street; and the Union Paper Box Company, 503 Superior Street.

In 1922 the American Paper Container Company was organized with an authorized capital of $300,000, for the purpose of developing, in an important way, this line of industry locally, with the prospect that the Toledo Company will be simply the parent organization to plants to be built in other large centers of the country to manufacture paper boxes by a new process owned by the company.

The Ottawa River Paper Company, a new corporation with a capital of $250,000, has obtained a site on the Matzinger Road alongside of the Ottawa River, whereon a plant is to be erected in 1923 for the manufacture of corrugated paper boxes and packing materials.

FURNITURE

Toledo has now no large furniture factory, employing large numbers of men, as in some of the furniture manufacturing centers, although thirty-five years ago there were two companies doing a good business in making furniture for public buildings, but there are several concerns that turn out special lines of high grade furniture. The oldest of these is the Toledo Parlor Furniture Company, which was incorporated in

1890 with a capital stock of $25,000. As its name indicates, the company makes a fine line of parlor furniture in its factory at 1218-22 City Park Avenue.

In 1898 Theodore Hein, Carl Otte, John Kiel and Charles Schnaitter organized a partnership for the manufacture of bank and office fixtures and furniture for public buildings, both of special and stock designs. Within a few years the business of the firm had spread to all the Central United States and into Canada. In 1905 the Hein Furniture Company was incorporated with a capital stock of $50,000. The place of business of this company has always been at 126-136 South Huron Street.

IRON WORKS

When Toledo was an infant, it was believed that iron deposits existed up Swan Creek and the Geauga Furnace Company constructed a lock in the dam of Goodale & Stevens' sawmill for the passage of boats loaded with iron ore, to be brought to Toledo for smelting and manufacture. Investigation proved that the ore did not exist in quantity sufficient to pay for working and the first attempt at iron manufacture in Toledo was a failure. In the early days it was a common experience to find accretions of iron in bogs and low ground. These were generally in small, and more or less flat pieces, weighing two to ten pounds, and usually of a spongy appearance, occasioned by the presence of holes or channels, like those of a sponge.

In later years the city became an important point in the iron industry, both in smelting and casting. Several extensive plants are noted later in this chapter, where the names and character of business are given of several score of important industries. The Toledo Furnace Company, incorporated in 1902, with a capital of $4,000,000, has a very large plant at 2401 Front Street, where a very extensive business is done. Intermittently through the intervening years industries in this line developed, flourished and disappeared for various reasons, often because of consolidations. The Cleveland Cliffs Iron Company has owned for years a very large tract at Presque Isle at the foot of the river, commandeered for a nitrate plant by the government during the war. In the early months of 1923 it purchased hundreds of acres to the eastward along the bay and lake, giving this important organization not only one of the finest natural sites for a steel plant on the Great Lakes, but ample room for indefinite expansion. There is here in expectancy an industry that will rival any in the country.

In 1866, the firm of Cooke, Kniesser & Groff established a foundry on South Huron Street. About a year later Mr. Cooke was succeeded by Nathaniel Haughton, and the firm became Haughton, Kniesser & Groff. A little later Mr. Haughton purchased Mr. Groff's interest, and in 1890 he purchased the interest of Mr. Kniesser. The plant then took the name of the N. Haughton Foundry and Machine Company, with H. B. Haughton, son of Nathaniel, as a partner. During the next five years attention was given to the manufacture of elevators, and in 1897 the business was incorporated as the Haughton Elevator & Machine Company, with an authorized capital of $25,000.

Some idea of the growth of this concern may be gained from the statement that the plant now occupies commodious factory buildings from 671 to 693 Spencer Street, adjacent to the Michigan Central and Clover Leaf railroads, which furnish

ample shipping facilities, and the capital stock has been increased to $400,000. It has an extensive trade, extending to all parts of the country, as well as to foreign countries. Besides doing general foundry, forge and machine work, the company makes passenger and freight elevators, to be operated by electric, hydraulic or hand power, and carries a full line of repairs for such machines.

R. W. Smith incorporated The Smith Bridge Company in 1867 for the manufacture of wooden bridges, under patents which he held. The business was carried on successfully for several years, the bridge timbers being framed in Toledo and shipped to their destination. When steel supplanted wood as a bridge-building material, about 1890, the Smith Company changed its name to the Toledo Bridge Company and began the manufacture of steel bridges. The factory was then located on the Cincinnati, Hamilton & Dayton Railroad, near the river. In 1901 new buildings were erected at East Broadway and the Lake Shore (now New York Central) Railroad and equipped with modern bridge-building machinery. The factory then became the Toledo plant of the American Bridge Company, with Morris J. Riggs as manager.

The Toledo Foundry and Machine Company was incorporated in March, 1880, as the successor of H. Moore & Company, with a capital stock of $50,000. The plant occupies the space from 202 to 220 Cherry Street, and does general foundry and machine work. Among the products of this concern are architectural cast and wrought iron work, steam shovels, dredges, centrifugal pumps, pile drivers, mill machinery, engines, automobile bodies, etc.

Jacob J. Leonard began the manufacture of stoves in Toledo in 1888. His shop was a small frame building at the corner of Grand and Smead avenues, near the Lake Shore & Michigan Southern Railroad. For a few years the output was small and only a few men were employed. The little factory was a new industry for Toledo and it was difficult to overcome the prejudice in favor of eastern made stoves. Mr. Leonard persisted, however, and had the satisfaction of seeing his business grow to such proportions that on January 1, 1893, the Toledo Stove and Range Company was incorporated with a capital of $100,000. Upon the incorporation of the company Mr. Leonard retired from the active management. Within a few years the company was making 20,000 stoves and ranges annually, the output representing a value of almost half a million dollars. Then the factory was enlarged until about seven acres were brought under roof. Branch sales offices were established in several of the leading United States and Canadian cities.

Another concern that commenced business in 1888 is the Merrell Manufacturing Company, which was organized by T. S. Merrell and incorporated with a capital stock of $50,000. The plant formerly occupied by the Toledo Mower and Reaper Company (dissolved) was taken over by the new corporation and the manufacture of windmills for farm purposes was begun. In 1890 the capital stock was increased to $80,000. Three years later, the demand for windmills having fallen off, the company commenced the manufacture of pipe cutting and threading machinery which has continued to the present time. The factory has always been located on Curtis Street, at the crossing of the New York Central Railroad.

Early in the present century the Toledo-Massillon Bridge Company was organized and a factory erected at the intersection of Dorr Street and the Lake Shore Railroad. In December, 1911, the business was incorporated under the name of the Toledo Bridge and Crane Company, with a capital stock of $400,000. This concern

manufactures bridges and bridge materials, which are shipped to all parts of the United States. It also makes electric traveling cranes and coal and ore handling machinery.

The United States Malleable Iron Company was incorporated in August, 1903, with a capital stock of $100,000, which was increased to $150,000 a few years later. Several concrete buildings were erected on the Terminal Railway near the Woodville road and the company made a specialty of malleable castings for automobile manufacturers, which product was shipped to most of the automobile factories throughout the Middle West.

The Toledo Machine and Tool Company is one of the large concerns working in iron and steel. It was incorporated in 1890 with a capital stock of $3,000,000, and from the start was a successful concern. The main part of the plant is located at Dorr Street and New York Central Railroad, covering several acres, but the company owns a large tract of land beyond the city limits on Dorr Street on which a modern foundry, at a cost approximating a million dollars, has been erected, and where there is room for large expansion, adjacent to ample transportation facilities. In October, 1922, control of this company passed out of the hands of its founders and into those of interests which promise to expand its operations to very respectable proportions. Its products are presses and dies, sheet metal working machinery and dies.

METAL WHEEL INDUSTRIES

Toledo, thanks to Peter Gendron, has become prominent throughout the world for its development of the manufacture of metal wheels and for the quantity and quality of its output of that class of products. Mr. Gendron came to the city at the age of twenty-one and found employment as a pattern maker in the Toledo Novelty Works, then conducted by Russell & Thayer. In 1871 he went to Detroit as a pattern maker for the Detroit Safe Company. As a boy he had worked in his father's wagon shop and while in Detroit he conceived the idea of a wire wheel. In 1875 he returned to Toledo, perfected his invention, first using the wire wheel on children's carriages. In 1877, with three associates, he began the manufacture of wheels, but the company lacked sufficient capital to put the product on the market and consequently failed. Mr. Gendron did not lose faith in his invention, however, and after three years of persistent effort established a market for his wheels.

The Gendron Wheel Company was incorporated in 1880 and a small factory was started at 218 Summit Street. Within three years the business increased to such proportions that larger quarters became necessary. A site at the corner of Orange and Superior streets was purchased and a four-story building 100 feet square was erected. In 1890, the capital stock was increased to $300,000 and a few years later it was increased to $500,000. This company was not only the originator of the wire wheel, but it has always been the recognized leader in the manufacture of goods of that class. It makes bicycles, tricycles, invalid chairs, go-carts, baby carriages, doll carriages, coaster wagons, toy wheelbarrows, etc.

The Toledo Metal Wheel Company, whose works are located at Smead and Bancroft streets, was incorporated in 1887 by Frank E. Southard and his associates. It has a capital stock of $500,000 and manufactures children's vehicles of all kinds, reed and fibre baby carriages, sleds, go-carts, etc.

GLASS FACTORIES

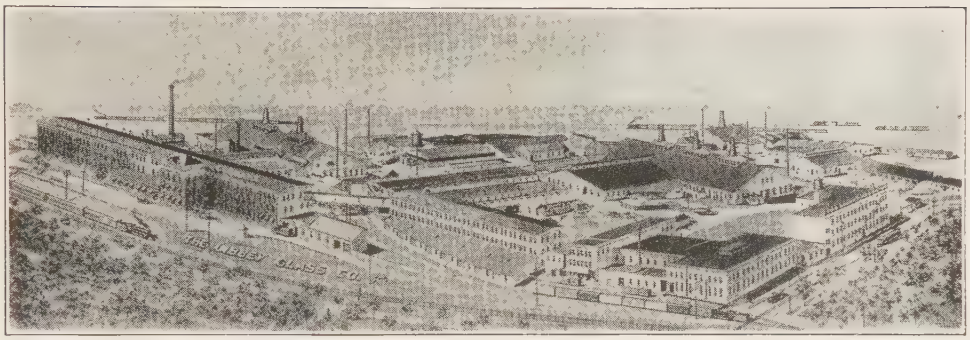
Probably no manufacturing enterprises have added more to Toledo's fame and industrial growth than its glass factories. Back in 1850 William Libbey entered the employ of a firm of glass manufacturers and importers in South Boston, Massachusetts. Deming Jarvis, the senior member of this firm, was the pioneer glass manufacturer of New England. In 1853 Mr. Libbey purchased the interests of his employers and conducted the factory for about ten years. He then sold out and entered the employ of the New England Glass Company at East Cambridge, Massachusetts, as general manager. In 1880 he purchased this plant and took in his son, Edward D. Libbey, as a partner. William Libbey died in 1883 and Edward D. became the sole proprietor.

When natural gas was discovered in Northwestern Ohio, a citizens' committee was organized in Toledo to advertise the city's advantages and secure the location of new factories. They advertised in the eastern papers and one of the advertisements attracted the attention of Mr. Libbey. William H. Maher, of the committee, went east and presented inducements which brought the Libbey Glass Manufacturing Company to Toledo. The company was incorporated under the laws of Ohio in 1888, with a capital stock of $125,000. This has since been increased to $2,000,000.

The factory of this company is located at Ash Street and the Wheeling & Lake Erie Railroad. Its principal products are blanks for cut glass, cut glass, incandescent light bulbs, glass tubing for electrical use, gauge tubing, signal lenses and lanterns for the use of railroad companies. At the Columbian Exposition in Chicago in 1893 this company erected a building at an expense of $100,000, in which the public was shown the methods of cutting glass. A similar demonstration was made at the Louisiana Purchase Exposition at St. Louis in 1904. These exhibitions not only educated the visitors to the expositions as to the manner of making cut glass, but they also advertised Toledo far and wide as a manufacturing center.

About the middle of the nineteenth century John Ford, who has been called the father of the plate glass industry in the United States, established the Star Glass Company at New Albany, Indiana. There his son, Edward Ford, learned the details of glass making. In 1873 the son went to Columbus, Ohio, and started the Columbus Window Glass Company. Three years later he established the Plate Glass Company of Jeffersonville, Indiana, and in 1884 he built the plant of the Pittsburgh Plate Glass Company at Creighton, Pennsylvania. He remained with that company as general manager and president for over twelve years, when he disposed of his interest and went to Wyandotte, Michigan, in connection with the alkali works owned by his father.

But Edward Ford away from a glass factory was like the proverbial fish out of water. In 1898, attracted by the cheap fuel offered in natural gas and the splendid shipping facilities, he came to Toledo and organized the Edward Ford Plate Glass Company, which was incorporated early the following year and now has a capital stock of $2,000,000. A tract of 160 acres of land was purchased in Wood County adjacent to the city limits, the plant erected and the company began active operations in the spring of 1899. The suburb of Rossford has been built up around the Ford Glass Works. Within ten years from the beginning, the company had about fifteen acres under roof and was turning out over six million square feet of high grade plate glass annually, shipped to all parts of the United States. In 1922 this company



THE LIBBEY GLASS COMPANY

had taken foremost rank in the plate glass industry of the United States, making over 12,000,000 square feet of the best plate. Enlargements planned, and about to be executed to involve an expenditure of about two million dollars, will increase the plant's capacity forty percent. As the offices of the company are in Toledo, wherein also reside the principal officers and stockholders, the factory should be considered a Toledo institution.

On December 16, 1907, the Owens Bottle Company was incorporated with a capital of $48,000,000. This company is the outgrowth of the invention of Michael J. Owens—a machine for blowing bottles. Mr. Owens began his business career as a glass blower. While working at his trade he conceived the idea of a machine to blow bottles, fruit jars, etc. About 1899 Edward D. Libbey became interested in the project and assisted Mr. Owens financially. The first machines were installed in the plant of the MacBeth-Evans Glass Company at Toledo and proved to be a success.

The success of the Owens bottle machine stimulated invention in glass-making machinery until the outcome was the Libbey-Owens sheet glass machine. This machine and the Owens bottle making machine, with their improvements and supplemental inventions, brought about a revolution in their line of industry, comparable with the invention of the cotton gin. The uncertain, slow and laborious process of hand-blowing of bottles and jars, with its variation of results in the product, has given place over the world to machine work upon such receptacles whose processes are rapid and whose product is standardized. By glass-making machines old processes are also entirely discarded, and from the molten material glass is produced directly into sheets by automatic machinery, economically, rapidly, and with none of the defects and uncertainties of result due to the old method of blowing into cylinders and straightening. So successful are these inventions that any other method of making glass receptacles or sheet glass, other than heavy plate, is out of date. These Toledo inventions are now found in use throughout the world.

The MacBeth-Evans Glass works above mentioned are located at the corner of Westlake Street and Delaware Avenue, near the tracks of the New York Central Railroad. This company makes tumblers for table use, lamp globes and lamp chimneys for kerosene lamps, etc. The Toledo plant is a branch of the MacBeth-Evans Company of Pittsburgh.

The Ohio Plate and Window Glass Company, whose plant is at 313-319 Morris Street, was incorporated in March, 1915. It makes a specialty of beveled plate glass and mirrors.

In 1920 the Tri-State Glass Company was incorporated with a capital stock of $300,000 for the manufacture of bottles. Buildings were erected at Oakdale Avenue and the Terminal Railroad, East Toledo.

The Royal Cut Glass Company, although not a large concern, turns out some very fine specimens of cut glass. It is located at 1301 Dorr Street.

The Swinton Art Glass Works, Fifteenth and Lucas streets, manufactures beveled plate and art glass windows for churches, public buildings and fine residences, mirrors, etc.

Toledo Stone and Glass Sand Company.—This industry came into being because of the demand of the glass factories for raw material. Mention is made in the first chapter of the shipment of glass sand from the deposits in Sylvania Township in the early '60s, and of the suspension of the business upon the death of Mr. Card.

In 1902 The Toledo Stone and Glass Sand Company was incorporated, with a capital of $100,000 for the further development of the deposits. This company built the Toledo, Angola & Western Railroad in order to get the sand to market (see railroads). The sand was used for a time by the Toledo glass factories, when it developed impurities, or at least an element that rendered it unfit for glass making. About that time it was discovered that the sand contained qualities that made it valuable as a fertilizer for certain kinds of soil and a fertilizer works was established.

In the spring of 1922 experiments proved that the rock deposits at Silica contained all the constituent elements for making a high grade hydraulic cement. The Sandusky Portland Cement Company acquired a large interest in the deposits and in May, 1922, began the erection of a plant which will ultimately cost $1,500,000. It is said that the supply of cement rock at Silica is sufficient to keep the plant in operation for seventy-five years.

PAINTS, VARNISHES, ETC.

Toledo has a number of concerns producing paints and varnishes. The oldest of these is the Buckeye Paint and Varnish Company, which was started in the late '70s by Peter F. Whalen and Alfred Collins in a small building on the corner of Fifteenth and Lucas streets. For several years these two men would make a few gallons, go out and sell the product, then make another supply. In 1882 they consolidated their business with another small concern, known as the Buckeye Paint Works, owned by C. P. Whitwham, and the new organization took the name of the Buckeye Paint and Varnish Company. Mr. Whitwham sold his interest to his partners in 1886 and the next year the plant was moved into larger quarters across the street. The company was incorporated in 1888 with a capital stock of $50,000, which has since been increased to $100,000.

Within a few years after the incorporation the company had a tank storage of 150,000 gallons, branch offices were established in Chicago and St. Paul, and traveling salesmen were placing Toledo paints and varnishes on the market throughout Ohio, Indiana, Michigan, Illinois and Pennsylvania. This company made a large shipment to the Panama Canal a short time before it was completed.

In 1893 the Toledo White Lead Company began business at Hoag Street and Oakwood Avenue, near the tracks of the Michigan Central Railroad. The Hardy Paint and Varnish Company was incorporated in November, 1907, and took over the plant. The original stock of the new company was $75,000, which has been increased to $250,000. This company manufactures ready mixed house paints, carriage, automobile, steamboat and railroad paints, etc.

The Dolphin White Lead and Color Company was incorporated in March, 1917, with an authorized capital of $50,000. The plant of this company is located at 922 Locust Street and its products include mixed house paints, barrel, graphite and flat wall paints, colors ground in oil and japan, baking and air drying enamels, liquid and paste fillers, oil and varnish stains and putty.

At 641 Spencer Street is the plant of the Blayz Paint and Varnish Company, which was incorporated in June, 1919, with a capital stock of $200,000. This company manufactures a full line of paints, varnishes, enamels, fillers, stains and putty.

The Mountain Varnish and Color Company is a new concern, whose works are located at the Tremainesville Road and the Terminal Railway. It makes a complete

line of flat wall paints, metal protective paints, enamels and fillers, but specializes in architectural, automobile, carriage, coach, furniture and railway varnishes.

The Royal Varnish Company, located on Sylvania Avenue near the New York Central Railroad, was incorporated in July, 1903, with a capital stock of $50,000. It makes a full line of varnishes, paint oils, japans, etc.

As linseed oil is an important ingredient in the manufacture of paints, a few words may be said here regarding the linseed oil industry in Toledo. In 1885 the firm of Taylor, Major & Company began the manufacture of linseed oil and its by-products, with Guy G. Major as the active manager. A little later this company was merged with the American Linseed Oil Company and Mr. Major was elected president. While he remained at the head of the American Linseed Oil Company he resided in New York, but in 1907 he returned to Toledo and organized the Guy G. Major Oil Company. The new plant was established on East Broadway, at the crossing of the Lake Shore (now the New York Central) Railroad, and began the manufacture of linseed and castor oil. Subsequently the name was changed to the Toledo Lead and Oil Company. The business is now conducted under the name of the Midland Linseed Products Company.

The Toledo Seed and Oil Company was incorporated in November, 1907, and has a capital stock of $500,000. The plant of this company is located at the southeast corner of Hanson Street and Industrial Avenue, East Toledo. Besides linseed oil, the company makes castor oil, cocoanut and other vegetable oils and oil meal. The principal officers of the company reside in Minneapolis, Minnesota.

OIL REFINERIES

The Paragon Refining Company was established in 1888, soon after the oil industry in Northwestern Ohio began to attract general attention. The work of refining was commenced early in 1889. Ohio crude oil was at that time hard to refine and to the Paragon Company belongs the credit of being the first to produce a refined oil that could successfully compete with the Pennsylvania product. On November 1, 1916, the company was re-organized and the capital stock was increased to $750,000. The refinery is located in Ironville, near the intersection of Front and Bandot streets.

In 1890 the Craig Oil Company was incorporated, with Joseph W. Craig, of Pittsburgh, president; A. J. Minke, of Wheeling, vice-president; Presley T. Craig, of Toledo, secretary and treasurer. The capital stock of the company was fixed at $250,000 and a refinery was built at the junction of the Wheeling & Lake Erie and Terminal railways. At first the capacity was 15,000 barrels per month, but within a short time it was increased to 40,000 barrels.

Another refinery that commenced operations in 1890 was that of the Sun Oil Company, the principal promoters of which were Pittsburgh men. It started on fifteen acres of ground near the Woodville road and the city limits, with only a few tanks, but the plant was increased until it covered sixty-five acres. The supply of crude oil was piped from Ohio and Pennsylvania fields and the products were shipped to practically all parts of the United States and Canada, some going to South America and European countries. The company was re-incorporated in 1900, with a capital stock of $500,000.

The Standard Oil Company, besides conducting a large number of service

stations for automobiles throughout the city, is developing at this point its refining business on a very large scale, its plant on Otter Creek, East Toledo, being one of the largest in the middle west.

VEHICLE MAKING

The industry of Toledo most noteworthy at the present time and occupying by far the greatest portion of the city's interests is that of vehicle making, and this has distinguished the city for many years.

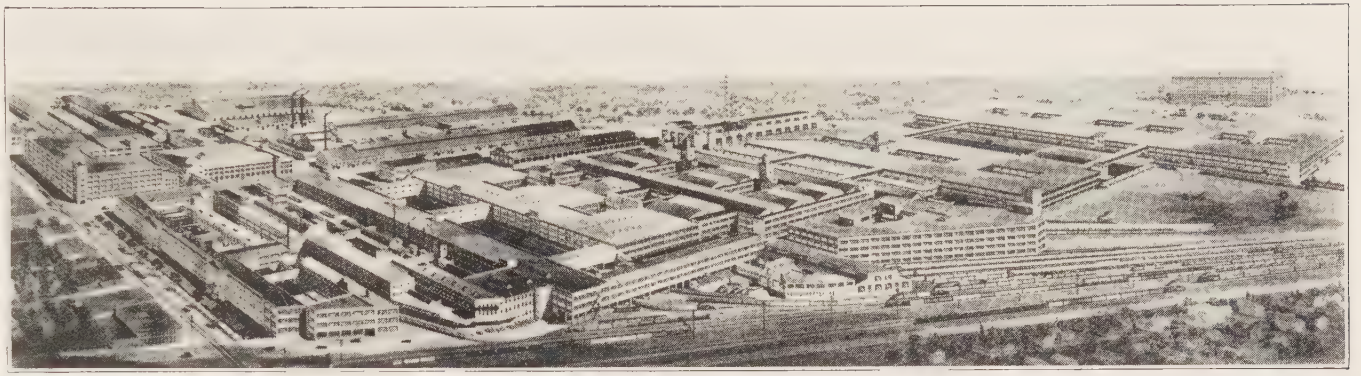
Some years before the Civil war George and John Milburn began making wagons on a small scale at Mishawaka, Indiana, as the Mishawaka Wagon Company. In 1858 George Milburn obtained control of the business and changed the name to the Milburn Wagon Company. During the war the company built a large number of wagons for the United States Government. In 1873, the business having outgrown the little town of Mishawaka, the citizens of Toledo raised $300,000 to induce Mr. Milburn to remove to that city. Thirty-two acres of ground on Monroe Street, near the Detroit branch of the Lake Shore (New York Central) Railroad were purchased, buildings were erected and the factory began operations in the spring of 1875. This is said to have been the first really big factory in Toledo. Around it grew up the suburb of Auburndale, now a part of the city.

The factory was seriously damaged by fire on September 29, 1876, and again in December, 1877, but each time it was rebuilt and within a few years had the reputation of being the largest manufacturer of farm wagons in the world. In 1877, after the second fire, the company began making buggies and light spring wagons. With the advent of the automobiles and the consequent decline of the wagon business, the company adapted itself to the changed conditions and commenced the manufacture of electric trucks.

A few years ago the company began to specialize in the manufacture of an electric passenger car known as the Milburn electric, which is enjoying a very wide acceptance. Early in 1923 the company sold its main factory and grounds on Monroe Street to the General Motors Company, having decided to restrict its operations entirely to the manufacture of electric cars for which purpose this plant was unnecessary. Early in 1922 a large portion of the plant, afterwards sold to the General Motors Company, was destroyed by fire and the company adapted to car manufacture a location elsewhere.

As noted elsewhere in this chapter, in 1907 the Pope Motor Car Company, manufacturing the Pope-Toledo automobile, went into receivership in the United States court and early in 1909 its properties came into the ownership of the Willys-Overland Company, which has grown so that it has become one of the most important automobile factories in the world. Its equipment on West Central Avenue constitutes the largest single automobile factory known. This is Toledo's most important industry. In March, 1923, its factory employed over twelve thousand workmen, and its output for the month was over 22,000 cars. It makes models of automobiles in the several popular styles known as the Overland 4 and the Willys-Knight 20 and 20-A, the cars at the present writing enjoying an unusual measure of popularity. The principal building bought as part of the Pope Motor Car factory was that originally erected for the Jewell Sewing Machine Company.

The development of the automobile industry brought about the establishment of



BIRD'S-EYE VIEW OF THE WILLYS-OVERLAND COMPANY

factories making automobile accessories, and Toledo has several of these of much more than local importance. The Champion Spark Plug Company is located at Avondale and Upton avenues. It has become the largest manufacturer of spark plugs in the world.

The Tillotson Manufacturing Company on City Boulevard makes carburetors and brass parts for automobiles. It has already made over one million carburetors or more than ten percent of those equipping the automobiles of the United States.

The Electric Auto Lite Corporation, at one time known as the Willys Corporation, and once part of the Willys interests, with its principal factory on Champlain and Chestnut streets, and another on Cherry Street, near the bridge, occupies a commanding position in the automotive industry as the maker of electrical equipment of all kinds. It also makes farm lighting equipments.

The Mather Spring Company, located at Castle Boulevard and the New York Central Railroad, makes automobile springs. It was incorporated in 1911, with a capital stock of $1,000,000, and is a very important factor in its line of industry.

As part of the development of The Willys-Overland Company came to Toledo The Warner Manufacturing Company, making automobile parts in the first instance specially for Overland cars; now, as The Toledo-Chevrolet Motor Company at West Central Avenue and Michigan Central Railroad, it manufactures automobile transmissions and differentials, and is an important element in the manufacture and equipment of the well-known Chevrolet automobile. This company contemplates immediate enlargements which may cause an expenditure of about a million dollars.

Other institutions making parts used in the automotive industry are listed later.

MISCELLANEOUS FACTORIES

The first springless, automatic, computing scale, showing the weight and value of an article was invented and made in Toledo in 1898. The inventor was Allen DeVilbiss, a young man who had a small shop on the corner of Thirteenth and Jackson streets, where he made machine tools, dies, etc., and did nickel plating. A company was formed for the manufacture of the scale, but in July, 1901, the patents were purchased by the Toledo Scale and Cash Register Company, which then had a capital stock of $600,000. During the period from 1898 to 1902, about five thousand scales were made and sold. By 1910 over seventy-five thousand had been placed on the market, branch sales offices had been established in fifty cities in the United States and a branch factory had been opened at Windsor, Canada. The capital stock of the company has been increased to $900,000 and the name of Toledo Scale Company has been adopted. It advertises "more than one hundred styles and sizes, to weigh anything from an ounce of spice to thirty tons of steel." The factory, located at the corner of Monroe and Albion streets, is conceded to be the largest in the world for the manufacture of automatic scales. The company has 106 branch offices in the United States and Canada, and a number in thirty-four foreign countries.

In 1888 Dr. Allen DeVilbiss, a Toledo nose and throat specialist, unable to obtain a satisfactory atomizer, invented and made one of his own. The success attending the use of the instrument soon became known and he began to receive orders. During the next ten years these orders increased to such an extent that he

found it necessary to embark in the manufacturing business on a larger scale. In 1900 Thomas A. DeVilbiss was taken into partnership and a factory was established at 1200 Jackson Street. In June, 1905, the DeVilbiss Manufacturing Company was incorporated with a capital stock of $25,000. Four years later, owing to the growth of the business, larger quarters at 1304-1310 Dorr Street were obtained. In June, 1909, the capital stock was increased to $150,000 and the manufacture of certain lines of surgical instruments was added. Again more room became necessary and the company acquired the buildings formerly occupied by The Lenk Wine Company at Detroit and Phillips avenues. This company not only sends its products to all parts of the United States, but it also does a considerable export business; and it is entering immediately into improvements and enlargements of facilities which will ultimately involve the expenditure of a million dollars, thus emphasizing the commanding position it occupies in its line.

About the beginning of the present century Charles F. Meilink began the manufacture of steel office safes on a small scale. A little later The Meilink Manufacturing Company was incorporated, with a modest capital of $5,000. In August, 1902, the capital stock was increased to $50,000, and the company began making steel filing cases and office equipment. The factory is located at Oakwood Avenue and the New York Central Railroad and is supplied with the most modern type of machinery. This company has filled a number of important orders for the United States Government, and its safes and office fixtures find a market in all parts of the country.

As early as 1836 a man named Hettrick began making sails at Philadelphia. His son, E. C. Hettrick, succeeded to the business, and during the Civil war filled many orders for tents, knapsacks, etc., for the army and navy. In 1893 William E. Hettrick, a grandson of the original sail maker, came to Toledo and started the manufacture of canvas goods in a small frame building on Norwood Avenue. That was the beginning of the present Hettrick Manufacturing Company, which was incorporated on August 8, 1900. The location of the factory has been moved several times, and is now at 1401 to 1439 Summit Street. The capital stock of the company has been greatly increased. It manufactures all classes of canvas goods, such as awnings, tents, hammocks, transmission belts, machine covers, overalls, tarpaulins, grain sacking, etc. Branch offices have been established in several of the principal cities.

In 1850 Minot I. Wilcox and his brother-in-law, S. S. Read, came to Toledo from Black Rock, New York. After occupying themselves in various ways for several years, including milling in 1854, these men bought Brown's vessel supply store on Water Street. This partnership of Read & Wilcox was dissolved in 1860 when the firm of Wilcox Brothers took over the business, the new partner being Leonard Wilcox. After several changes of business title, in March, 1886, The M. I. Wilcox Company, located at 210-216 Water Street, was incorporated with an authorized capital of $125,000, for the purpose of supplying lake vessels with canvas, tar, ropes, etc. The company delivered these supplies to vessels with its own boat, the "M. I. Wilcox." This company has filled many orders from the United States Government for tents, etc. In recent years it has become also extensively interested in the manufacture of mill and railroad supplies.

Another large concern in the canvas goods business is The Towar Textile Mills

Corporation, which was incorporated in March, 1918, with a capital stock of $500,000. Its plant is located at 2929 Dorr Street and is well equipped for the manufacture of cotton duck and tire fabrics.

The Buckeye Canvas Company, located at 539 South St. Clair Street, makes awnings, tarpaulins, etc., and the National Tent and Awning Company, 660 Sylvania Avenue, does a large business in the manufacture of automobile and truck tops and curtains, tents, awnings, etc.

In 1915, the Landers Brothers Company was incorporated with a capital stock of $500,000. The factory of this concern is located at Blucher and Buckingham streets. It turns out buckram, burlaps, gimp, jute webbing and rubber cloth and its trade extends over a large territory.

The Hull Brothers Umbrella Company began business in 1905, with a comparatively small capacity. Since then the capital stock has been increased to $350,000, and the Hull umbrella is known "wherever it rains." The factory is located at 1447 to 1457 Summit Street.

Toledo has nine glove factories with a combined capital of nearly two million dollars. These concerns make canvas gloves, plain or leather faced, four manufacture leather gloves, six make jersey gloves, and one—the Joseph Roth Company—makes knit gloves exclusively. These factories employ several hundred people and their gloves are shipped to all parts of the country.

A few years ago Toledo reached fourth place among the cities of the United States in the manufacture of women's cloaks and suits. This line of business was started by Alexander Black in 1861, though for about twelve years he was chiefly interested in handling the product of other factories. In 1873 he devoted his attention exclusively to manufacturing. In 1889 S. L. Schoenfield and Henry Streetman were taken in as partners. Mr. Black retired in 1905 and the business was continued as a partnership until 1915, when the Alexander Black Cloak Company was incorporated with a capital stock of $150,000.

In 1897 the Cohen, Friedlander and Martin Company was started as a partnership affair for the manufacture of women's cloaks, suits and skirts. The business was started in a two-story building at 418 Huron Street. Although this building was enlarged and an annex built, the quarters were outgrown by 1906, when a new factory was erected at Erie and Orange streets. In the meantime the business had been incorporated in January, 1903, with a capital stock of $100,000. Soon after the removal into the new building branch sales offices were established in St. Louis, Chicago and Spokane, Washington.

The Conde Cloak Company, incorporated in 1913, and the Toledo Suit and Cloak Company, incorporated in 1920, are smaller concerns, but both make a good line of garments and are rapidly growing in popularity. Then there are several concerns which make aprons, wash dresses, shirt waists, etc. Prominent among these are the Dresser Company, the Gould Specialty Manufacturing Company, the King Manufacturing Company and the Toledo Apron Company.

In 1872 A. L. Sonn came to Toledo, formed a partnership with Lyman J. Robinson and started the city's first brush factory. Mr. Sonn was a nephew of John Ames, who began making brushes at Lansingburg, New York, in 1845, and had learned the trade with his uncle. In 1880 John Ames, Jr., and Joseph C. Bonner became interested in the enterprise and in 1890 the business was incor-

porated under the name of the Ames-Bonner Company with a capital stock of $400,000. For some time the factory was located on Ottawa Street. When the facilities there were outgrown, the company removed to Buckingham and Miller streets. This concern makes brushes of all kinds and specialties in hand mirrors, shaving mirrors, etc.

The Allen Manufacturing Company, located at 3005-3007 Detroit Avenue, was incorporated in 1901 with a capital stock of only $10,000. In 1898 Willard E. Allen began the manufacture of several articles included in the general term of "Allen Bath Apparatus." The factory was located on Erie Street, between Adams and Jackson, until after the incorporation, when it was removed to Adams Street near Twentieth. In 1910 the capital stock was increased to $50,000, and soon after that the new factory on Detroit Avenue was occupied. The company specializes in portable bath outfits and does a large mail order business.

The Frederic Bissell Company, located at 226-230 Huron Street, was incorporated in 1901 and has a capital stock of $250,000. It is the largest jobber in electrical supplies in the city and manufactures almost everything for lighting, power, electric railway supplies, dynamos, motors, switch-boards, etc.

The Conklin Pen Manufacturing Company, 447 Huron Street, started in business to manufacture the invention of the Crescent Filler fountain pen, and is one of the most prominent manufacturers of fountain pens and automatic pencils in the United States. It was incorporated in 1908 and its authorized capital stock is $1,500,000.

The Rathbun-Jones Engineering Company on Spencer Street, founded by the late S. M. Jones, and incorporated in 1907 with $240,000 of capitalization, is noted for its product of oil well supplies, including sucker rods which were the principal articles of its manufacture when established, and gasoline engines.

The Bunting Brass & Bronze Company, with a large factory on the seven hundred block of Spencer Street, is prominent in its specialties of bronze bushings and babbitt lined bearings and kindred accessories.

The Doehler Die Castings Company at the corner of Smead and Prospect avenues makes a specialty of aluminum, brass and bronze white metal alloy die castings, babbitt lined bearings, etc.

In December, 1912, The Kent-Owens Machine Company was incorporated for the purpose of building the Owens bottle making machines, with an authorized capital stock of $500,000. The plant is located on Wall Street near the Michigan Central Railroad. While the company was organized primarily for the manufacture of automatic bottle making machinery, the scope has been enlarged to include machines for making electric light bulbs and sheet glass, and of hand-milling machines, machine tools and general machine work, and has become an institution of very great importance.

The Shaw-Kendall Engineering Company is one of the oldest concerns in Toledo, although its present corporate name dates only from 1896. Its capitalization is $240,000, and its manufactures are steam-power house equipment, pipe bends, weld headers, etc. Its place of business is at 120-130 South Superior Street.

The Ransom & Randolph Company, thirty-five years ago a partnership making barbers' supplies and furniture, is located at 514-518 Jefferson Avenue in the manufacture of dental supplies and instruments. It was incorporated in 1916,

with an authorized capital stock of $1,200,000, and is a leading house of its line in the country.

Thirty years ago the city had several factories devoted to the manufacture of agricultural implements, reapers, mowers, threshing machinery and the like, some of the surviving industries once having been also so engaged. Before 1890 sewing machines were made here in large numbers, principally by The Union Manufacturing Company, and The Jewell Sewing Machine Company, the latter having a large factory whose building is the first unit of The Willys-Overland Company's plant.

The Toledo Sugar Company's plant is partly in Toledo and partly in Rossford and is situated on Miami Street and the Perrysburg road just across from the premises of the Ford Glass Company. It was incorporated in 1911, and has invested a half million dollars. In the factory active operations are confined to about four months after the beet harvest. Then about 500 wage earners are employed, the factory, of necessity, working continuously seven days in the week and throughout twenty-four hours of each day. The labor effort for these four months, then, on the eight hour basis, is equivalent to that of a full year in a factory operating in the usual way. The company is an important factor in the sugar beet industry. In the season of 1922 it manufactured 18,500,000 pounds of refined sugar. It's 1923 contracts involve 1,700 farms, with 14,000 acres of sugar beet lands under contract, most of them within a radius of thirty miles from Toledo. During the beet growing season, from eight hundred to a thousand experienced beet workers, mostly from the beet growing sections of Europe, are employed in the fields.

The Larrowe Milling Company was formed in 1890 in New York, and re-incorporated in 1920 in Ohio. It's business is the utilization of the waste products of beet sugar manufacturing. Its plant is adjacent to that of The Toledo Sugar Company, where its grounds cover thirty-three acres. It utilizes beet pulp, not only from the Toledo plant, but from distant plants and is a pioneer in this line of reclamation. From these wastes stock feed is made. It's assets in 1923 were approximately $3,900,000, and its annual sales are about fifteen million dollars.

While not strictly manufacturers, brief mention should here be made of two corporations which contribute very largely to the city's importance industrially as general building contractors. A very large number of the important buildings of the city, public and private, have been constructed either by The A. Bentley Sons' Company, or by The Henry J. Spieker Company, and both companies have done a very large amount of work in other places. The Bentley Company, especially, has extended its business in large volume to distant points, and the Spieker Company has monuments of construction to its credit in many towns throughout territory contributory to Toledo.

The foregoing review is necessarily of a sketchy character only, whether of the past or present, and omissions of many important institutions are unavoidable for want of space. Several large industries, whose principal places of business are elsewhere, maintain extensive branch plants in Toledo. In the biographical volumes of this history many of the deficiencies of this chapter will be found made up in the accounts of the lives of individuals who contribute in a noteworthy way to the industrial prominence of the city.

OTHER IMPORTANT FACTORIES

Most of the important factories of the city are members of The Merchants' and Manufacturers' Association of Toledo. Those so listed and worthy of special mention but not noted above, are:

The Acklin Stamping Company, 1645-1659 Dorr St.
Metal Stampings, pressed steel parts.

Air-Way Electric Appliance Corporation, 618 Broadway.
Electric Suction cleaners, radio equipment, electric motors, bell transformers

American Floor Surfacing Machine Co., 508-524 So. St. Clair St.
Machines for surfacing wood floors, terrazo and marble floors, air-cooled air compressors.

Baker Brothers, Post and Westlake streets.
Drilling and boring machines, keyseating machines, grey iron castings.

The L. Beckmann Co., 1004 Jackson St.
Surveying instruments, transits, levels.

The Bingham Stamping & Tool Co., 1435 Dorr St.
Machine tools, dies, metal stamping, special machinery.

The Bock Bearing Co., Phillips Ave. and M. C. Railroad.
Taper roller bearings.

The Buckeye Clay Pot Co., Bassett & Ontario streets.
Glass melting pots, glass melting tank blocks, glass melting refractories

The Carey Company, 18 N. Erie St.
Roofing, asbestos supplies, pipe and boiler coverings.

Fred Christen & Sons, 714-26 George St.
Sheet metal work, roofing, factory blow piping.

The Collier-Barnett Co., Vance & 13th streets.
Sash, wood doors, millwork.

The Collingwood Brick & Clay Co., Stickney Ave. and M. C. Railroad.
Building brick.

The Container Co., 2604-2620 Albion St.
Fibre pails, fibre drums, cheese boxes.

Dersher, Joseph, 40 11th St.
Sheet Metal work, fire doors, fire shutters.

Detroit Range Boiler & Steel Barrel Co., 454 Earl St.
Range boilers, steel barrels, acetylene welding, galvanizing.

The Die Castings Company of Ohio, 514 Smith St.
Aluminum castings, zinc base castings, lead and tin base castings.

Donovan Wire & Iron Co., The. Chicago St. & W. & L. E. Tracks.
Structural steel, grey iron castings.

Dura Company, 2288 South Albion St.
Automobile window regulators.

Elliott-Wean Lumber Co., The. Summit & Ash streets.
Lumber, roofing, lath and shingles.

Ensign Foundry Co., The. W. Bancroft St. & N. Y. C. R. R.
Grey iron castings, semi-steel castings.
The Etna Machine Co., 3400 Maplewood Ave.
Machinery builders, tube making machinery, grey iron castings.
Fiske Brothers Refining Co., 215 Pontiac St.
Greases, oils, compounds.
Freeman Supply Co., Hazelwood & Woodville streets.
Foundry supplies and equipment, pattern shop supplies and equipment.
Gartland-Toledo Foundry Co., 1817 Starr Ave.
Grey Iron castings, wood and metal patterns, semi-steel castings.
The J. D. Gerken Co., 25-29 Ontario St.
Sheet metal work, heating and ventilating, radiator shields.
Goulet & Company, 115-125 St. Clair St.
Lumber, sash, interior and exterior finish, wood doors.
The G. Hofer & Sons Co., 13-17 S. St. Clair St.
Sheet Metal work.
The Jaxon Co., 1014 Jackson St.
Machine tools, dies, jigs.
The Jeannin Electric Co. 110 11th St.
Electric Motors.
The Kelsey & Freeman Lumber Co. 3005 Summit St.
Lumber, millwork, interior and exterior finish, lath, shingles.
The J. G. Kuehnle Co., 1521 Ketcham Ave.
Lumber, millwork, sash, wood doors.
The Maumee Malleable Castings Co. Woodville St. & W. & L. E. Belt.
Malleable iron castings.
The Maumee Pattern Co. 221-229 Vine St.
Wood and metal patterns, brass castings, aluminum castings.
Miami Machine Co. 609 Jefferson Ave.
Machine tools, dies, jigs, special machinery.
Modern Pattern Works, 19-21 N. St. Clair St.
Wood and metal patterns, aluminum castings, bronze castings.
The Motor Macultivator Co. 1308-10 Dorr St.
Garden tractors.
The W. G. Nagel Electric Co., 28-32 St. Clair St.
Electrical supplies, electric motors, ammeters.
The National Malleable Castings Co. Front & Paine streets.
Malleable iron castings for automobiles and accessories, railroad cars and trucks, and for agricultural implements.
The National Pattern Co., Henry & W. Bancroft streets.
Wood and metal patterns.
The Ohio Brick Co. 424 Spitzer Bldg.
Building brick.
The O'Neill Machine Co. Toledo Factories Bldg.
Glass working machinery, special machinery.
The Reliable Machine & Tool Co., 1214 Dorr St.
Machine tools, dies, special machinery.

Save Electric Corporation, Front & Main streets.
Electric light bulbs.

The Schmidlin Brothers Co. 410 Orange St.
Sheet metal work, heating, ventilating.

The Seiss Manufacturing Co. Phillips Ave. & N. Y. C. Ry.
Automobile electric, hand and bicycle horns, bicycle lamps, radio equipment.

The Simplex Engineering Co. 2146 Sylvan Ave.
Aluminum castings, brass castings, wood and metal patterns, general machine work.

The Allen A. Smith Co. 1216 W. Bancroft St.
Millwork, sash, wood doors, interior finish.

The Smith-Kirk Candy Co. 42-48 S. Superior St.
Candy.

The Standard Steel Tube Co. Fitchland & Detroit avenues.
Brazed steel tubes.

The Stewart-Burgan Co., Inc. Toledo Factories Bldg.
Automobile cylinder regrinding, general machine work and repairs, automotive parts.

The Swan Creek Lumber & Supply Co. 226 City Park Ave.
Lumber and millwork, builders' supplies.

The Toledo Acme Tool Co. 500-502 S. St. Clair St.
Machine tools, punching dies, special machinery.

Toledo Armature Works, 1714-18 Canton St.
Armatures.

The Toledo Builders Supply Co. 424-431 Spitzer Bldg.
Hard wall plaster, sand and gravel.

Toledo Coldmaker Co. 1650-90 Fernwood Ave.
Refrigerating machines and supplies, ice machines and supplies.

The Toledo Cooker Co. 1501 W. Bancroft St.
Fireless cookstoves, aluminum cooking utensils, steam pressure cookers.

The Toledo Lumber & Millwork Co. 202 S. St. Clair St.
Lumber and millwork, screens.

The Toledo Milling Machine Co. 3640 Summit St.
Belt driven milling machines.

The Toledo Pipe Threading Machine Co. 1445 Summit St.
Pipe threading machinery, pipe cutting machinery, pipe cutters and vises.

The Toledo Plaster & Supply Co. 515 Madison Ave.
Builders' supplies, fire brick, sand and gravel.

The Toledo Rex Spray Co. Nebraska Ave. and New York Central Ry.
Spray materials.

The Toledo Saw & Supply Co. Washington & St. Clair streets.
Circular saws, band saws, machine knives.

The Toledo Steel Casting Co. Smead Ave. & W. Bancroft St.
Steel castings, vanadium castings, wood and metal patterns.

The Toledo Steel Products Co. 3300 Summit St.
Automotive valves.

The Toledo Tap & Die Co. 1810 Clinton St.
Taps, die heads, screw machine products.
The Toledo Wheelbarrow Co. Broadway & Wabash Ry.
Wheelbarrows, concrete carts, drag scrapers.
The Trotter Lumber Co. 2216-30 Consaul St.
Lumber, millwork.
The Valve Bag Company of America. 3444 Summit St.
Paper bags for lime, cement, plaster, etc.; packing machines for lime.
John Vogeli. 1116 Washington St.
Sheet metal work, roofing, furnaces.
The Warnke Brothers Co. 27 N. Erie St.
Sheet metal work, fire doors, fire shutters.
The Watson Mfg. Co. 1062-66 Post St.
Screw Machine box tools, small bench lathes, contract machine work.
The Welever Piston Ring Co. 1713-15 Canton St.
Piston rings, cylinder and crankshaft grinding, gears—valves.

TOLEDO FACTORIES BUILDING

In the spring of 1911 the Chamber of Commerce set on foot a project to erect a building, in which space and power might be furnished to small manufacturers, for whom railroad connections were not essential. In August of that year the Toledo Factories Building Company was incorporated with a capital stock of $300,000. A site 228 by 596 feet, fronting on North Twelfth Street, Southard and Woodruff avenues, was purchased and a four-story building of reinforced concrete and glass—what is known as maximum daylight construction—was opened for tenants on January 1, 1913.

Some of the important Toledo manufactories received their start in this building. Among tenants of the building in 1922 were the following: C. J. Campbell & Company, electrotypers and engravers; American Beet Harvester Company; Bankers' Publishing Company; City Machine and Tool Company; General Lens Company; The K-M Manufacturing Company, makers of windshields, spotlights, etc.; Kaufman Confectionery Company; Ohio Lithographing Company; The O'Neill Machine Company; Robinson Household Manufacturing Company, bath cabinets, folding bath tubs, etc.; Ralph L. Seabury, maker of brushes and graphite products; Toledo Bottle Cap Company, and the Toledo Chewing Gum Company.

The Federal Census Bureau undertakes every five years to gather the manufacturing statistics of the country. The table herewith is the summary respecting Toledo industries. While the figures presented show to how great a degree Toledo expanded industrially since the war, yet those for 1919 may not adequately make the real picture, for in that year occurred the Overland strike, involving also the Electric Auto Lite Company and later in the year, The Toledo Tool and Machine Company. Beginning early in May, for at least five months the working forces of these three companies were depleted, on the average, by fully 5,000. Some other companies were not at their highest point of activity for a greater part of the year:

SUMMARY OF INFORMATION ON TOLEDO INDUSTRIES BASED ON CENSUS REPORT AS OF 1919 AND 1914

	1919	1914	Percent of Increase
Number of Industrial establishments	671	713	-5.9
Capital	$206,033,000	$ 91,149,000	126.0
Persons engaged in manufacture	48,812	31,885	53.1
Proprietors and firm members	453	545	-16.9
Salaried employes	6,269	4,264	47.0
Wage earners (average number)	42,090	27,076	55.5
Salaries	14,437,000	5,556,000	159.8
Wages	53,363,000	18,124,000	194.4
Materials	173,288,000	70,484,000	145.8
Value of Products	293,521,000	115,049,000	155.1
Value added by Manufacturer. (Value of products less cost of materials)	120,233,000	44,555,000	169.9

— in front of amount denotes decrease.

It is probable that more than sixty thousand wage earners, not counting office forces and salaried employes, are engaged in Toledo manufacturing plants as this is written and that the average annual wage is not substantially less than that of 1919, which was $1,265. In March, 1923, the twenty-one factories of the city having the largest forces of workmen were giving wage employment to thirty thousand persons.

The Census Bureau reported in 1923 Toledo to be the 21st city of the country in industrial importance, although in population its rank was only 26th.

INDUSTRIAL DISPUTES

Toledo has had its fair share of industrial disputes since such unfortunate affairs have become more or less common with the expansion of industry and the aggregation of large industrial concerns. It would be tedious to consider any but the most important. The first of this character was that against The Pope Motor Car Company, whose principal place of business was in Toledo, with a branch factory at Indianapolis, Indiana. The company was manufacturing automobiles known as the Pope-Toledo cars, and employed on the day the strike began, August 30, 1906, about 1,600 mechanics, of which about 250 were machinists, substantially all members of Local Union 105 of the International Association of Machinists. On that day, at about twenty minutes to nine, a demand was made upon the company by representatives of the union, that there be reinstated, within twenty minutes, two men who had theretofore been discharged for causes which seemed good to the company. This demand was accompanied by a threat that if it should be refused a strike would be called. The company refused the dictation, and the strike followed, with all the concomitants of violence and intimidation not uncommon in such matters. After struggling ineffectually with the situation for about six weeks, the company, being a New Jersey corporation, began an action in the Federal Court against 276 defendants, strikers and their immediate sympathizers,

praying for an injunction to restrain violence and to permit the company to exercise its right to do business. This application was heard on a motion for a preliminary injunction by the late Judge Tayler who, November 7, 1906, granted the same against six of the defendants, effective, however, against all those who associated with them in prohibited activities, requiring them to refrain from interfering in any way with the business of the complainant and its employes. Under this injunction several attachments were had and violators imprisoned for contempt. The company struggled under the handicap of this burden until the panicky business conditions of 1907, combined with the great detriment to its operations caused by the continuance of the labor struggle made its load too heavy. August 14, 1907, it was placed by the Federal court in a receivership on petition of creditors. The receivership continued until its affairs were wound up in January, 1909, and its properties in this district were sold to the Toledo Motor Company, an organization effected among its stockholders. Later its factory and personal assets, including machinery and parts, were purchased by John N. Willys and his associates in the organization of the Willys-Overland Company. This strike accomplished only disaster to its originators, disarranged their own affairs and scattered to other communities many of their sympathizers. It is now generally conceded that its effects upon local industry generally were very unfortunate, and that the prosperity and progress of the city were much retarded by it. The reputation of the city greatly suffered in directions whence might be expected financial assistance for its industrial expansion.

In 1918 occurred the most important strike in the history of the city. This commenced on the 5th of May and affected The Willys-Overland Company and The Electric Auto-Lite Corporation, the latter an extensive manufacturer of automobile supplies, selling a large part of its product to the former. The strike was precipitated again by the Machinists' Union, the specific ground being a demand for a 44 hour week, the plants having theretofore been operating on the straight eight-hour day schedule. At that time the Overland employed about 12,000 persons and the Auto Lite about 3,000. The Overland factory attempted to continue its operation for three days, then being compelled to shut down because of the intimidating tactics of the striking union and its sympathizers. An attempt was made to re-open May 26, with about 1,200 loyal employes, the number increasing each day until June 2, when over 3,000 employes were at work. The situation again became extremely critical on the 2nd of June. Mobs of several hundred people gathered around and near the plant, stopping street cars and other vehicles in which employes of the company were proceeding to and from the factory. Car trolleys were pulled from the wires, trolley ropes were cut, cars were boarded and employes of the company were assaulted, ejected and beaten. Rioting continued on the 3rd and the factory itself was attacked, the police of the city in and about the vicinity of the factory being beaten and assaulted. The most serious phase of the rioting occurred at the intersection of Collingwood and Central avenues where a mob of several thousands congregated, completely over-awing the police force, and stopping all the cars of the Long Belt and the Central pony line from Cherry Street, for the purpose of intimidating Overland employes. At this point and thence to the Overland plant, on this occasion, more than seventy people were more or less severely injured, nine being officially reported as wounded. The activities of the police force seemed to be paralyzed for but one

arrest was made, although a great deal of violence occurred in the presence of police and other city officers. Previous to this occasion, a hundred or more men, lately returned soldiers of the American Expeditionary Forces, still in uniform were sworn in as auxiliary policemen, a circumstance which seemed to have an exasperating effect upon the strikers and their friends. These auxiliaries were quartered in the old Armory on Spielbush Ave. On the evening of the 3rd a returned soldier, still in uniform was surrounded by a mob whose attitude was threatening toward him. This was on Lagrange Street. The firemen in a neighboring engine house summoned the special police, twelve of whom responded. The officers were assailed by stones and bricks. Firing ensued, a small girl being wounded. A short time later another ex-soldier, accompanied by a young woman, was pursued by a mob into the engine house. The officers were summoned again. They were again assaulted with missiles of various kinds. Finally it was said that a shot was fired from the mob, whereupon the officers fired into the crowds, killing two men and wounding nine other persons. At the request of the mayor, who notified the company that protection could not be given, the plant was shut down.

The situation became so acute, the regularly constituted authorities proving unable to preserve the peace, that about seven hundred business men of the city formed themselves into a voluntary guard, with a very careful and efficient organization. This action followed the precedent established in 1877, when the city was protected by a citizens' volunteer force at the time of the great railroad strike. This force undertook the control of important sections of the city and the guarding of strategic points, and the houses of individuals who, it was supposed, might be the objects of violence, continuing on duty for over a month.

June 5, The Dail-Overland Company of North Carolina, a corporation having a large contract with The Willys-Overland Company for the furnishing of automobiles to it, brought an action in the Federal Court against The Willys-Overland Company, Willys-Overland, Inc., distributing agent for The Willys-Overland Company, Toledo Lodge 105, International Association of Machinists, the Automobile District Council, an association of sundry labor unions, and certain officers of these organizations, as well as of other union organizations and active members thereof who were interesting themselves in the strike; several other labor organizations of the city, particularly that of the Upholsterers, having gone into the controversy. On the 9th of June a temporary restraining order was issued to curb violence. This order was unique in that the court undertook to definitely control picketing. The number of pickets at the Overland plant was limited to 150, with but fifty on the line at one time, and to six at any one entrance to the plant. It was provided that pickets should be identified by visible badges with numbers, and by a record of assignment to be kept by the association of strikers subject to the inspection of the court or its officers at any time. On the 11th of June, a mandatory order was issued compelling the Overland to resume operations, and Percy C. Jones of Toledo was appointed special officer of the court to enforce obedience on the part of the company. Carefully selected deputies to Mr. Jones, in number at one time aggregating 150, were appointed. These were mostly soldiers recently returned from France, and the court was greatly aided in their selection by their late officers. Their duties were very carefully defined by regulations to secure prudent and efficient conduct. Friday, June 13, 1919, the plants

were opened on the court's order, with 1,276 mechanics in the Overland and about 300 at the Auto-Lite. From these numbers the operating force of each factory steadily grew until, before Christmas, each had, in numbers, a normal force. In fact, the Overland was employing more men than at the time of the strike, and was making more automobiles than at any other time in its history. The court then formally found the strike to be over and enjoined further picketing.

The decree of the local court was affirmed by the Federal Circuit Court of Appeals. Little violence occurred after the court took charge June 9, but one important case of disobedience to the injunction order coming before the court, resulting in the conviction of the offender and his imprisonment for four months. In May a very radical weekly, named "The New Voice" was started, published by a so-called Soldiers' and Sailors' and Workmen's Council. Its avowed purpose was to agitate for a social and political revolution in imitation of that in progress in Russia and, of course, the strike was a fruitful subject of wild and lurid rhetoric. This paper undertaking, in its issue of June 14, 1919, an incendiary discussion of the court's action, its editor, one Alexander Schwartzenfeldt, was attached for contempt and, being convicted, was sentenced to eleven months' imprisonment, and its business manager induced to leave the city for his home in Wisconsin to avoid attachment. This prompt action of the court, followed by the case first noticed, discouraged violent impulses and distinctly assisted the restoration of order.

This agitation found little sympathy among the workmen themselves and, not being supported by public sentiment, utterly failed of any results beneficial to its originators. The rioting was participated in, principally, by residents of alien birth or parentage.

The city became under an unusual indebtedness to Percy C. Jones who, at a very great personal sacrifice, accepted the court's appointment as its executive officer in the enforcement of the mandatory injunction to make automobiles. Mr. Jones not only made secondary, for months, his own important business, but knew no hours in looking after these extraordinary duties, in the performance of which was exhibited tact and ability of the highest order, as well as the most commendable patriotic and civic spirit. The situation was vitally critical, in which was involved the greatest interests of the city in every way. A very large amount of credit for the preservation of order should also be given to the body of special deputies, led by Captain Roy Stuart and to the late Deputy U. S. Marshal, Hugh Bartley.

CHAPTER XXIII

FINANCIAL HISTORY

EARLY COUNTY FINANCES—RECEIPTS AND DISBURSEMENTS—UNITED STATES SURPLUS—PROPERTY VALUATION IN 1921—MUNICIPAL FINANCING—OFFICIAL CRITICISM OF MUNICIPAL AFFAIRS—RECEIPTS AND DISBURSEMENTS, 1919-1921—BOND INCREASE 1916-1921—ABUSES OF LONG GROWTH—PEOPLE TO BE CENSURED—GENERAL LEGISLATION AT FAULT—SITUATION IN JANUARY, 1922—IMPROVEMENT IN 1922—CITY BONDED INDEBTEDNESS, 1923—OUTLOOK FOR THE FUTURE—EXPERIMENTS IN MUNICIPAL OWNERSHIP—COUNTY BONDS—BANKING INSTITUTIONS—BANK OF MANHATTAN—WILD CAT BANKS—EARLY TOLEDO BANKS—TOLEDO BANKS IN 1923—RURAL BANKS.

A great deal can be learned of a county or city by a study of its financial affairs. The increase in the value of taxable property tells the story of its material progress; the rate of taxation and the disbursement of public funds show to a considerable extent the character and efficiency of public officials; and the strength of its banking institutions is an index of the community's general prosperity. In Chapter XVIII has been given a statement of Toledo's early receipts and expenditures, hence it is not necessary to repeat that statement here, further than to note that the total receipts for the first year after the incorporation of the city were $1,889.93, and the disbursements aggregated $497.80, leaving a balance in the treasury of $1,392.13. Surely the members of that first city council could hardly be accused of wanton extravagance.

EARLY COUNTY FINANCES

Samuel M. Young, the first auditor of Lucas County, made a report on June 9, 1837, covering the period from the time of his appointment on September 14, 1835, to June 1, 1837. That report showed receipts of $3,482.57, and expenditures of $2,978.47, leaving a balance on hand of $504.10. It may be interesting to the reader to learn from what sources the public revenues were derived, and for what purposes the money was expended. This information is set forth in the following tables:

RECEIPTS

County tax for 1836	$2,164.70
Three percent fund	1,003.50
License fees	252.50
Fines and recognizances	15.00
Jurors' fees	42.00
From Henry County	4.87
Total	$3,482.57

DISBURSEMENTS

Treasurers' fees	$ 171.55
Jury and witness fees	151.05
Auditor's fees	361.63
Assessor's fees	265.67
Roadviewers, etc.	244.04
Delaware Creek bridge	350.00
Swan Creek bridge	82.00
Road building and repair	250.00
Salaries, county commissioners	139.37
Salaries, common pleas judges	47.50
Prosecuting attorney's salary	40.00
Sheriff's salary	40.00
Clerk's salary	20.00
Elections	86.72
Locating county seat	156.00
Coroner's inquests	67.03
Office rent, stationery, etc.	73.37
Blank books, etc.	172.90
Rent of court room	20.37
Miscellaneous	239.27
Total	$2,978.47

At that time the assessed valuation of the property for tax purposes was $956,852, nearly one-half of which was in Port Lawrence Township, which included the City of Toledo. The rate of taxation was $1.22½ on each one hundred dollars' worth of property, divided as follows:

State and canal tax	.32½
County and school tax	.50
Road tax	.30
Township tax	.10
Total	$1.22½

Back in 1837 the county treasurer did not wait for the people to come to his office and pay their taxes. About the middle of August Sanford L. Collins, the county treasurer, caused to be published in the Toledo newspapers a notice announcing the dates when he would be "at the usual place of holding elections" in each of the several townships for the collection of taxes. The notice also stated that, after the tour of the townships, taxes would be payable at his office during the months of October and November. It closed by reminding the taxpayers that "A penalty of 10 per cent accrues on all taxes which remain due and unpaid after the first day of December next."

In 1838 the receipts amounted to $4,131.23 and the disbursements to $6,559.95. This shows a deficit of $2,428.72, which was due to several causes. In the first

place, work on the canal had brought a large number of persons into the county, many of whom were in the habit of getting drunk and committing minor infractions of the law. The expenses in the prosecution of state cases in the courts were unusually heavy and the cost of feeding prisoners in the county jail from July 1, 1837 to October 31, 1838, was $1,440.95. In the second place, the financial panic of 1837 had practically put a stop to speculation in unimproved lands and the delinquent tax list was unusually large for a newly settled community. Non-resident land owners were especially careless about paying taxes and even about having their deeds recorded. This made it difficult for the tax collector to determine the owner and about one hundred town lots appeared on the tax duplicate marked "Unknown."

In 1840 the receipts reached $5,585.94 and the expenditures amounted to $7,945.18. A large part of the latter was due to the purchase of the county infirmary farm, the payment on which amounted to $1,784. The delinquent tax list of this year was the highest in the history of the county—that is in proportion to the total assessed valuation of the property. The country had not yet recovered from the effects of the panic and many lot owners allowed their lots to be sold for taxes, which in many cases amounted only to a dollar or two. The "Blade" newspaper, which published the delinquent list, had to get out an edition of extra size, as the list alone covered ten pages. This was caused by the collapse of several of the "paper" towns, such as Oregon, Lucas City, Marengo, etc., very few farms appearing in the delinquent list.

UNITED STATES SURPLUS

There was one feature connected with financial conditions about the time Lucas County was created that has never been, and probably never will be, duplicated. That was the accumulation of a large surplus fund in the United States treasury, which surplus was distributed among the states. In order to understand how this surplus came into the treasury, it is necessary to notice briefly the financial policy of President Jackson's administration. In December, 1816, the second United States Bank was chartered for a term of twenty years. President Jackson attacked the bank in his first annual message in 1829, and renewed the attack in his messages of 1830 and 1831. When Congress, in July, 1832, passed an act granting the bank a new charter, the bill was promptly vetoed by the President. The veto produced no immediate effect, as the old charter did not expire until December, 1836.

Jackson was nominated for a second term in 1832 and his veto of the bank bill was one of the leading issues of the campaign. He was reëlected and in his message to Congress recommended the withdrawal of the nation's deposits in the United States Bank and the sale of the bank stock belonging to the United States, the deposits and proceeds of the stock sale to be placed with the state banks. Although the Congress was politically friendly to the President, the United States Bank was so thoroughly intrenched that the members of Congress lacked the courage to order the removal of the deposits. As soon as Congress adjourned, Jackson ordered the secretary of the treasury to make the removal. The secretary, William J. Duane, hesitated. There were some ten million dollars of public funds deposited with the bank. The bank loans amounted to over sixty million dollars and were distributed all over the country. The secretary argued that the withdrawal of the deposits would

so affect the business of the country that a panic would be certain to follow. But Jackson was determined in his opinion and made a peremptory order to remove the money and deposit it in certain designated state banks. Duane refused, whereupon Jackson promptly removed him and appointed Roger B. Taney, of Maryland, who commenced the removal in October, 1833, and by June 30, 1834, all the national funds formerly in the hands of the United States Bank were in the hands of the state banks.

In this year 1923, when the national budget runs into billions, $10,000,000 would be like the proverbial "drop in the bucket." But in 1834 it was a large sum of money. The deposit of the national funds with rival state banks brought on an era of reckless speculation. The banks believed that the money would remain with them until needed by the Government in the ordinary channels and treated the funds as so much capital of their own, increasing their circulation in proportion to the deposit. Each bank seemed anxious to do more business than its neighbor and therefore made it easy to obtain money. States undertook large programs of internal improvements, business of all kinds was inordinately revived, large quantities of the public lands were sold and the speculation in real estate was unparalleled. Says Lossing: "A hundred cities and a thousand villages were laid out on broad sheets of paper and made the basis of vast moneyed transactions."

It was through the sale of the public lands during this era of speculation that a large part of the surplus in the treasury was accumulated. Jackson was a firm believer in the doctrine of State Rights. By that code all the receipts of the Government, in excess of necessary expenditures, belonged to the states. In his message of 1835 he recommended the distribution of the surplus among the states. Accordingly, in January, 1836, Congress passed an act directing the secretary of the treasury to divide the money in excess of $5,000,000 among the states, upon the basis of their representation in the House of Representatives. The amount apportioned to Ohio was $2,686,347. By the act of March 28, 1837, the Ohio Legislature apportioned this sum among the several counties of the state according to population, Lucas County receiving $11,229.39. County commissioners were authorized to loan the money at the rate of six per cent interest on good real estate security. At the time, the distribution of the surplus was generally regarded as a benefit to the country, as it was thus made possible for farmers to borrow money at a low rate of interest for the development of their farms. The competition to secure loans was great and commissioners were frequently charged with showing favoritism. A few years later, when the borrowers found the state a merciless creditor and many of them lost their farms through the foreclosure of mortgages, those whose applications were rejected had cause to congratulate themselves. They had managed to get along without the loan and retain their farms and the common judgment was that the distribution of the surplus had done more harm than good.

PROPERTY VALUATION IN 1921

Toledo and Lucas County recovered from the effects of the panic of 1837 and the fictitious prosperity induced by the distribution of the national surplus. The opening of the canal in 1843 inaugurated an era of real prosperity. Toledo became the commercial metropolis of Northwestern Ohio and the farmers of the county

found a ready market for their surplus products. Since that time the assessed valuation of property has shown an increase every year. In 1921 the valuation by townships was as follows:

Adams	$ 15,053,930
Jerusalem	3,579,880
Monclova	3,519,540
Oregon	8,221,530
Providence	2,341,560
Richfield	1,952,360
Spencer	1,045,660
Springfield	2,807,980
Swanton	1,749,410
Sylvania	4,592,110
Washington	18,551,250
Waterville	4,205,780
Waynesfield	4,622,280
City of Toledo	468,310,010
Total	$540,553,380

Upon the county's grand duplicate for 1920, which was $525,121,270, or fifteen millions less than for 1921, the tax collections were, as reported by the Auditor of State for 1921:

State	$ 396,245.46
County	1,355,403.81
County, special	396,678.21
Township	212,319.08
Township, special	14,310.94
School	3,340,697.68
City and village	3,488,496.76
Municipal, special	885,346.86
Total	$10,840,178.32

BONDED DEBT

A German professor, instructing his class in political economy, once remarked: "We learn from history that nothing is learned from history." What he meant was that the people of one generation rarely learn to profit by the mistakes of preceding generations. This is especially true of the financial history of states and municipalities. The man, the city council, the state legislature, or whoever it was that invented the practice of issuing bonds for the purpose of making public improvements, was a friend to the money lender and investor, but how about the taxpayer, who has to pay the principal and interest of the bonds?

In the case of five per cent bonds that run for twenty years, the amount paid in interest equals the principal of the bonds. If the bonds are issued for forty years, which is frequently the case, the interest amounts to twice the principal. The municipality issuing such bonds pays three dollars for every dollar borrowed. Frequently a public improvement made by a bond issue is worn out, or has become obsolete,

before the bonds fall due. One generation gets the benefit of the improvement and the people of the next generation pay for it, or pass it along to their children by refunding the bonds. A business man who would conduct his affairs in such a manner—depending upon his grandchildren to liquidate his debts—could hardly be called a good financier.

MUNICIPAL FINANCING

It is frequently in municipal affairs wherein the most reckless or negligent financing is to be found. That is a very usual experience throughout the country, and Toledo has not escaped. In 1913 a Charter Commission was elected which worked diligently in the preparation of a fundamental law for the city which, if obeyed, would secure and safeguard an efficient and economical administration of the public business. The Charter so framed was adopted by the people in November, 1914, to take effect for all purposes January 1, 1916. So far as the Charter did not fully provide for careful expenditure, the State laws were effective supplements. They also control and direct the duty of city officers. These restrictions made legally impossible expenditures beyond appropriation, or out of wrong funds, or without certificate of funds on hand, sufficient and appropriate to the purpose, or by way of diversion of funds or out of money derived from the sale of bonds for specific purposes except to meet those purposes, or appropriations beyond credit balances and anticipated revenues or funds obtained by lawful borrowing.

However, considering the management of the city's financial affairs prior to January 1, 1922, the Charter and the restrictive State laws might as well not have been passed. That they were flagrantly disregarded is shown not only by official comment but by the facts written into the city's history.

The State law devolves upon the State Auditor the duty of causing financial transaction of municipalities to be examined to ascertain whether the statutes to compel care and efficiency are obeyed. Continually, this state officer has criticized the local situation—in 1919, in his official report, sounding this warning for Toledo:

"With full knowledge that the city's total income would be far from adequate to meet the expenditures, and that there would be necessarily a very large deficit, yet notwithstanding, the council continued to pass legislation without taking any action to provide the money therefor, increasing salaries and wages by leaps and bounds in every department of the city government, including the salary of the mayor himself, increasing the number of employes and creating new positions in various departments and subdivisions, and providing for the issuance of general bonds for public improvements, some of which improvements could at least have been deferred until such time as the city's financial condition could be placed in a self-sustaining position.

"The finance director and the commissioner of accounts, more especially the commissioner, repeatedly called the attention of council, mayor and the heads of departments to the city's straitened circumstances, and to the financial crisis with which the city would inevitably be confronted. The commissioner of accounts attempted to prevent overdrafts of funds of appropriations in quite a number of instances by refusing to draw his warrant in payment of claims which would cause overdrafts, calling attention to the illegality of such procedure. His action was, however, nullified by order of higher authority. The finance director and commis-

sioner of accounts cannot, however, be absolved from blame or responsibility in connection with the numerous overdrafts, notwithstanding that they were fully informed as to the mandatory provisions of the law forbidding the same under the circumstances, they continued to approve claims and to issue certificates to the effect that the money was in the proper fund, and warrants in payment of the claims which overdrew both funds and appropriations."

In the spring of 1922, a well known Toledo firm of public accountants, engaged for the business of auditing the city's financial transactions for the three years ending December 31, 1921, reported exhaustively. As a preface to noting sections of the Charter and of the State laws which governed, the report says: "A scrutiny of the exhibits will reveal the most astounding disregard by the former officials of the city for the provisions of the Charter, the statutes, or for the trust reposed in them." Later, referring to the observations of the Auditor of State, the report continued: "These warnings were unheeded. The follies of 1919 and 1920 were covered by a deficiency bond issue, and a new deficiency was started." Some of the findings of this report will be noted later. Its final paragraph is: "In conclusion, we wish to emphasize that a rigid adherence to the provisions of the Charter herein quoted would have saved the city from its present financial difficulty. The various officials must respect the limitation placed by council upon their expenditures, and council must cease to appropriate money in excess of the fund balances and anticipated revenues."

While this chapter was in preparation, a report of the State's examination of Toledo City financial transactions for 1921 has been made. Among other things, this report disclosed: That investigation of the finance department for 1921 showed that 49 funds were overdrawn in a total amount of $2,814,812; that 152 appropriation accounts were overdrawn in a total amount of $210,203, and that expenditures requiring appropriations to be provided before the expenditures could be legally made, were made without any appropriations having been provided to the total amount of $33,078; that the deficiency in the maintenance and operation funds for the year 1921 was approximately $1,300,000; that this deficiency could have been funded through the issuance of bonds under the provisions of house bill No. 4, passed by the general assembly on February 15, 1921, but for some reason neither the executive nor the legislative branch of the city government took any action toward issuing deficiency bonds under said law to cover the deficiency; that it was apparent that the officials in charge of the finance department during 1921 had "absolutely no regard for the laws governing appropriations;" that funds provided for specified public improvements were drawn upon and used, to the extent of the deficits, to finance the overdrafts in tax levy, or maintenance and operation funds; that the cash balances were encroached upon and used in finance overdrafts in other general and special assessment funds; that such overdrawing of appropriations and funds and the diverting and using moneys raised by the issuance of bonds for specified public improvements "were clearly illegal and without any warrant in law."

Translating these criticisms into compact tabular form, there is presented here a synopsis of receipts and disbursements for the last three years, as officially reported at the writing of this chapter in which may be seen the shifts and some of the salient points of municipal financing for the period:

RECEIPTS

	1919	1920	1921
Property Taxes	$1,247,815.71	$1,721,513.95	$2,212,226.94
Inheritance Taxes	16,884.52	15,350.68	164,021.35
Licenses	16,528.36	88,520.73	213,584.45
Special and Miscellaneous	574,609.79	565,779.34	604,300.12
Sale of bonds	75,000.00	712,000.00	2,129,004.36
Temporary loans		135,000.00	165,000.00
Transfers and refunds	17,889.05	361,091.94	185,978.26
Water rents	690,276.42	873,561.40	881,057.76
Totals	2,639,003.95	4,472,818.04	6,555,243.24
Plus general balance	144,520.52		
Less overdrafts		943,581.10	1,918,505.27
Net	$2,783,524.47	$3,529,236.94	$4,636,737.97

DISBURSEMENTS

General labor	$1,740,087.99	$2,568,934.48	$3,065,387.78
Salaries, clerk hire, other services	471,427.42	561,404.45	603,245.84
Other accounts	1,515,590.16	2,317,403.28	2,284,881.28
	$3,727,105.57	$5,447,742.21	$5,953,514.90
Overdrafts	$ 943,581.10	$1,918,505.27	$1,316,776.93

The first item of disbursements in the foregoing table "general labor" alone (not including salaries, clerk hire and special services) tells much of the story. An increase in two years in that one item of city expenditure of $1,325,300, or more than seventy-five percent, and exceeding the overdraft and embarrassing floating debt of 1921, still uncared for, is difficult of satisfactory explanation consistent with a claim of official efficiency.

BOND INCREASE, 1916-1921

In the six years of 1916-1921, inclusive, the general bonded debt of the city increased seventy-two percent, or $8,035,892, while, in addition, came about a floating debt of $1,316,776.93. Undoubtedly, a large part of the debt increase was due to provision for needed improvements, and represents value received, such as the intercepting sewer, purchase of wharfage, and other items, but at least $1,929,004.36, funded at six percent interest for general deficiency bonds, and $1,316,776.93, wrongly used improvement fund balances, which some day must be replaced and upon which the city is also paying interest at various rates, or a total in six years of $3,245,780.29, spell official and legislative miscarriage.

It cannot be said that the public did not supply the money. In the same six years the tax duplicate increased by $178,853,560, or over sixty percent, and the general tax rate increased from 15.8 mills to 20.4 mills or about thirty percent, so that while the property owners of the city were assessed to pay as all taxes a little over four and a half millions in 1916, the demands on them for 1921 were just under nine and a half millions, an increase of more than 106%. The table above printed shows

that in two years (1919-1921) the operating revenues of the city were enlarged by an increase of $964,481.23, from general property taxation, besides an increase of over a quarter of a million from inheritance taxes and licenses.

Half and more of its revenues are necessarily taken up in the carriage of its indebtedness, and still Toledo, of all large cities, is about the worst off in that municipal equipment which denotes the influence of civic pride and which comes from official efficiency. It maintains its administrative offices in cramped and rented buildings; its derelicts, physical and moral, are secured, housed and cared for in a manner entirely discreditable; its law loses majesty in the sordid surroundings of its administration, and the inadequacy of its personal equipment; an ambitious and promising system of parks and boulevards languishes for means of completion, or even of preservation; advantages of nature possessed by few localities are unimproved because resources have been wasted and dissipated. The county has much to which it may point with justifiable pride for its expenditures, the school district is distinguished for its superior equipment of monumental buildings and educational appliances, the church organizations are beautifying the city with edifices for public worship, individuals and private organizations have contributed much to civic embellishment and improvement and in provision for social welfare; only in matters strictly municipal as the result of official supervision has there been weakness and failure. This history, to be faithful, must take notice of these unpleasant facts. The criticism offered is intended to be constructive. The remedy may be applied only when the diagnosis is had and facts, however disagreeable, are faced. If civic pride and public insistence on faithful official performance cannot be aroused in any other way stinging them into activity is justifiable, even necessary.

ABUSES OF LONG GROWTH

The system and conditions criticized are not of recent growth. Officers coming under the Charter inherited a slovenly and indifferent habit of municipal administration. That the charter supplemented state laws, and solemnly particularized, as local, duties, obligations and restrictions in the public interest but makes still more flagrant official and legislative neglect and affirmative disregard of provisions of law already sufficiently clear and positive.

In their report for the year 1916, the sinking fund Commissions said to the Council: "In the past, different administrations, being pressed for money, instead of economizing or raising additional revenues, have sought to, and sometimes have succeeded in reducing the sinking fund levy. They have offset administration bills, such as for public lighting, against claims due the city from The Toledo Railways and Light Company, the funds of which belonged to the sinking fund. * * In short, administration expenses and public improvements that should have been assessed on private benefited property have been paid from sinking fund moneys. These sums since January 1, 1908, now (1916) aggregate 701,944.72." This report further states that in the nine years prior to December 31, 1916, because of carelessness in assessments for street and sewer improvements and because of "voluntary abatements," wherefore sufficient revenue failed to accrue to meet maturing improvement bonds, the Sinking Fund Commissioners were compelled, to themselves obey the law, to draw from the general fund of the city and raised by general taxation, the sum of $236,178.32. In other words, in these directions alone, involving not extravagances in administration, but only a complacent indifference to

efficient performance of duty and an indolent or careless favoring of private against public interests by adopting a system of "robbing Peter to pay Paul," the taxpayers were placed under an unnecessary additional and, in fact, illegal burden of nearly a million of dollars, substantially all of which could have been saved by a fairly reasonable diligence and impartiality in following existing law.

The Commission says, in concluding its advice and criticism: "The 'future' is now here and the harvest is a financial famine. A system that undertakes to unduly put off the payment of debts or to pay administration expenses from the sinking fund or to avoid creating a sinking fund, will financially ruin any city."

PEOPLE TO BE CENSURED

But all the censure is not to be laid upon the city's officiary, legislative or administrative. After all, the ultimate responsibility rests upon an indifferent public sentiment. The officers are but creatures of the electorate. If the latter is content to let its interest drift, prey to every temporary current of public agitation; if the people are unwilling to interest themselves in the transaction of their own business, it must be expected that not only may there get into office men of indifferent caliber or of an indisposition to exertion in the intelligent and efficient performance of their duties, but that a public spirited, honest, efficient and purposeful officer, discouraged by apathy and unappreciative attitude of the public toward his efforts in its interest and his endeavor to fulfil his obligations, may unconsciously drift into a despairing and consequently weakened disposition toward his duties. He finds his best efforts under fire of hostile criticism from those who profit by official negligence or favoritism and by those who are beguiled by misrepresentation and actual maligning of his motives and purposes, while those who should come to his defense and who should have the interests of the city as a whole at heart, pursue their private paths, too indolent, too selfish, too cowardly to openly support and defend him. Thus the general public is betrayed, influenced by unfair clamor against its own servants and seduced by the specious arguments and representations of those who have secret and selfish and anti-social interests to serve, and who are allowed to have the stage wholly to themselves.

That the foregoing is a true picture of public service quite general in our democratic government there is ample proof in public and private records. Toledo is not unique in this respect. It is an experience common in American municipalities.

GENERAL LEGISLATION AT FAULT

Finally, both the people and the local officers are crippled in their opportunity to enjoy and to furnish efficient public service by gross defaults of general legislation. The experience of a half century has shown the State's machinery to bring to taxation all the property within the State to be inefficient and inoperative. Repeated efforts to modernize these methods and to provide for an adequate representation on the tax duplicate of all classes of property have failed for want of public support. The Constitution as amended in 1912 contains restrictions and provisions in this respect upon the legislature which are clearly impolitic, and the legislature, struggling with its problems session after session, has burdened its results with inconsistencies and with hampering provisions which do not permit an effective municipal administration anywhere in the State unless city officers resort to shifts and turns which are, to say the least, equivocal. A modernized fundamental provision for

assessing property of all kinds and legislation thereon permitting tax levies adequate to meet municipal necessities, are essential first steps toward relief, here and elsewhere, for every city in Ohio, in 1923, is in much the same plight as Toledo. Theoretically, there should be no such a thing as a substantial annual deficit. Expenditures should be within appropriations; the latter should be within the anticipated revenue and be controlled by the budget. General taxation and other sources of income should provide the necessary revenue. As matters now stand, no city in Ohio is permitted the revenue it imperatively needs, and this is so because of the state of general legislation, in the Constitution and in the statutes. Thoughtful people see how revenue may be increased without adding to the burdens of taxation, but so far neither the whole people of the State nor the Legislature have met the matter squarely.

SITUATION IN JANUARY, 1922

Officials taking over the city administration January 1, 1922, were confronted with a situation without a parallel at any previous date. Not only was the treasury absolutely empty, for the sum of $127,759.26, net cash balance on hand, belonged altogether to trust and general bond funds, and were not legally available for general administrative uses, but the same funds had been literally robbed to the amount of more than thirteen hundred thousand dollars by diversions of the past, leaving an obligation difficult both in administrating the purposes for which the money had been acquired by bond sales and in getting the money for replacement. Also, every department was staggering under the effect of those mischievous precedents in lines and quality of expenditure, in careless disregard of the public interest and of the restrictions of the law which had brought about the deplorable condition present. Obviously, it was beyond possibility that city administration cease, or that it could function even in an approximately adequate way without some deficit at the end of the year. Some increase in revenue was to be looked for, especially from general taxation, but the city's rapid growth involved, of necessity, increased ordinary expenditures, while the public safety imperatively demanded an addition to the police and fire establishments. Also the very large increase in 1921 in the general bonded debt involved an enlargement of sinking fund requirements, of more than a quarter of a million dollars (in 1921, $1,223,187.27; in 1922, $1,473,740.71). Finally, there were "hang overs," liabilities of the previous year which had to be met. One in the amount of $60,000, representing the cost of elections, was deducted by the County Treasurer from the 1922 tax receipts, depleting anticipated revenues to that extent.

IMPROVEMENT IN 1922

The administration coming into power with 1922 noted and heeded the official criticisms of its predecessors and set its face toward any remedy available. Sound common sense suggested two steps to be taken at once and to be pursued rigorously; first, to prune the departments of useless and inefficient personnel in an effort to get reasonable value for the labor output; and, second, to keep expenditures at least within appropriations. No official audit of transactions has been had for 1922 at the writing of this chapter, but this much is known to be spread upon the city records: For the first time in years, expenditures have been within the appropriations. In 1919, expenditures exceeded the amounts authorized by council

by $222,584.38; in 1920, by $265,409.78; in 1921, by $235,755.84. In 1922, however, the process was reversed, appropriations exceeding expenditures by $197,034.44. This was not accomplished by increasing appropriations to the measure of past experience in expenditures, for the council allowed to be expended in 1922 less than the total outlay of the previous year, although there had to be provided a large increase for pay of additional police and firemen, and for the "hang overs" from 1921. There was a fine balance under appropriations in every fund except the general fund, where the loss of the $60,000 of revenue referred to above brought about an overdraft of $4,244.77.

The figures for 1922 respecting outlays in the Service, Welfare and Street Cleaning Assessment Funds show how well the performances of the year met the obligation to prune the personnel service of the city, for it was in these lines that the greatest abuses had developed. The expenditures here were $315,060.10 less than in 1921, and $95,881.19 less than the appropriations. An examination of the detail of Welfare expenditure suggests that the county might well relieve the city of about one hundred thousand dollars of its annual expenditure for relief of the poor. But it was not even a remote possibility that the year should be spent without a deficit, as customary. That unpleasant result, net, however, was $146,454.58 less than for 1921, and was the smallest for a long time in spite of imperative demands for outlay growing faster than revenues, even from an increasing tax rate, and for a large increase in sinking fund requirements. The strictly operating net deficit for 1922 was $650,657.64, against $1,067,112.22 in 1921.

It is a matter of pride to record this reverse step. Those closest to the city's condition, however, realize that three forces must work in perfect harmony in order to save a much worse showing for 1923, for the extravagances of the past bear fruit in an increasing abundance with each year. The sinking fund burden for 1923 is in the neighborhood of four hundred thousand dollars greater than for 1922. While the administrative side of the city government can do a great deal in applying business principles and strict observance of legal limits to its work, the most cordial and sympathetic coöperation of the legislative branch of the city government is indispensable to a completely wise handling of the city's affairs, and these two branches have, as matters now stand, too limited a field for functioning unless the people themselves take an intelligent interest in the situation and show a willingness to support in a material way the efforts of their officers. The city must have more revenue. As far as possible the policy of issuing bonds and thus not only passing the trouble over to the future but increasing the burden each year should not be followed except when absolutely unavoidable. Toledo cannot possibly take advantage of the opportunities at its door in the expansion of the country unless it throws off the financial incubus under which it is now staggering, and to do that requires not only an intent and quite general public sentiment to that end, in which partisanship and selfish personal ambitions are subordinated, but real sacrifice and concrete support in the form of assistance to an increased revenue. Coöperation of administrative officers and council, backed by a sympathetic and helpful attitude of the people, is essential to the best outcome possible, pending wise general legislation. Such coöperation, only, will keep the deficits to the minimum of necessity. The Administration and Council must cordially and considerately reciprocate in effort.

CITY BONDED INDEBTEDNESS—1923

One of the earliest important bond issues made by the City of Toledo was one of $25,000 for the purpose of establishing waterworks for the city. The question of issuing bonds was submitted to the people at an election on August 16, 1855, and was carried by a vote of 238 to 57. On April 1, 1872, a proposition to issue waterworks bonds to the amount of $500,000 was submitted to the voters. The people wanted a better system of water supply and indorsed the bond issue by a vote of 3,480 to 1,082, or more than three to one. The waterworks debt increased gradually with the expansion of the city until, January 1, 1923, it stood at $2,125,000. In 1922, new bonds were issued and sold by vote of the council to the amount of $2,267,200.00, as follows:

Public Library	$ 4,500.00
Fire Station Equipment	17,000.00
Forestry Bond	65,000.00
Park and Boulevard	100,000.00
Street Intersection	200,000.00
University Building	50,000.00
Street Ry. Improvement Bond	100,000.00
Summit Street Extension	125,000.00
Central Ave. Improvement	12,000.00
Park and Boulevard	300,000.00
East Broadway Grade Separation	150,000.00
Municipal Hospital	200,000.00
Hawley St. bridge	65,000.00
Miami & Erie Canal	315,000.00
East Toledo Police Station bonds	8,500.00
General Fund refunding	490,000.00
Sidewalk No. 2 City portion	2,000.00
*Bridge repair bond	50,000.00
*Burnham Ave. Extension	8,200.00
Sewers No. 1079 and No. 373	5,000.00
	$2,267,200.00

*These bonds authorized by Council and accepted by the Sinking Fund in 1921, and paid for in 1922.

January 1, 1923, the aggregate bonded indebtedness of the city was $22,495,244.62. The sinking fund, however, had on hand at the same date $4,540,356.75, leaving the net debt $17,954,887.87.

The city's balance sheet for the same date showed excess assets over all liabilities of $20,180,268.44.

The indebtedness at the beginning of 1923 was distributed as follows:

Toledo & Woodville Railway	$ 432,000.00
Sanitary	120,000.00
Redemption of certificates	1,323,000.00
Bridge	1,962,000.00

Park and Boulevard	3,520,000.00
Street—City portion	2,569,095.00
Street repair	555,000.00
General Fund Deficiency	1,929,004.36
Summit Street extension	624,000.00
City Hall Site	580,000.00
Fire	494,000.00
Market Place and House	180,000.00
Library	94,500.00
Grade	248,000.00
Wharf	185,000.00
Fire-Police Alarm	51,000.00
House of Correction	65,000.00
Workhouse farm	100,000.00
Water (payable from water fund)	2,125,000.00
High Pressure Mains	41,570.00
Garbage	165,000.00
City offices	125,000.00
Police building	25,000.00
Intercepting sewer	2,100,000.00
University	275,000.00
University farm	110,000.00
Public Comfort Station	30,000.00
Municipal Hospital	200,000.00
Miami & Erie Canal Pk.-Blvd.	315,000.00
General Fund refunding	490,000.00
Sidewalks	2,000.00
Specials	1,460,075.26
Total	$22,495,244.62

During the first four months of 1923 the Council authorized $2,737,875 of additional bond issues as follows:

Intercepting sewers	$ 700,000
Bridge repairs	52,000
Fire department	1,875
Public Safety building	418,000
Refunding indebtedness	60,000
East Side Police Station	75,000
Wiring fire department	75,000
Sewers	490,000
Street repairs	470,000
Fire department repairs	20,000
Fire Station	10,000
Parks and boulevards	365,000
Total	$2,736,875

OUTLOOK FOR THE FUTURE

The financial outlook of the city for 1923 was indeed gloomy. Notwithstanding another increase in the tax rate, the increase in debt charges necessitated a decrease in the city's operating revenue rate from 4.129 mills in 1922 to 3.988 mills in 1923, bringing about a net decrease of about $70,000 in that source of revenue, with the city's absolutely indispensable expenses increasing all the while. The city still had to provide for the illegal overdrafts of more than thirteen hundred thousand dollars, above referred to, remaining from December 31, 1921, the electors having refused at the election of 1922 to provide authority for a special levy to meet this situation. The close of the year undoubtedly will show a deficit larger than in 1922, no matter how carefully the administration conducts the city's business, or how wisely the Council legislates. This will be due to the defects of general legislation, already noted. Thus, if ever a situation called for harmony and consideration between the administration and legislative departments of a municipality, and for the cordial and sacrificing support of the people to both, such confronted the municipality with the advent of the year 1923. It should not be forgotten that community obligations must be met and that there are but two ways, the honorable method of liquidation, and the dishonorable method of repudiation. No matter what is thought of the manner in which the debts were created, they are now here. If the city would meet its future with success, they cannot be repudiated. Such an act would burden, almost unbearably, the city's progress; and conditions will also get worse if its citizens permit it to stagger along under the present handicaps of past mistakes. Whether the people of Toledo measure up to their plain duty to select their officers wisely, to back them with means to extricate the community from the financial entanglement and to encourage by critical interest the keeping of official performance efficient and within the law, is for a future historian to consider.

EXPERIMENTS IN MUNICIPAL OWNERSHIP

Two past experiments in city ownership of public utilities, usually privately managed, stand out not only as financial failures, but as sources of financial embarrassment to the city. Of one, as noted above, the debt effect is still visible. The fact that there was but one railway to the east became burdensome to the city's expansion after the Civil war, and public sentiment began to grow for the construction by the city of another outlet. On the 4th of May, 1869 (66 Ohio Laws, 83), the Legislature provided the legal authority, directing that if two-thirds of the electors of the city voted in favor of bonding the community for that purpose, the same might be done and a tax levy not exceeding five mills might be imposed to meet the bonds. Under this Act the city voted, July 6, 1869, for an issue of bonds to the amount of $450,000, payable in twenty years, and thereafter constructed 22 miles and a half of railroad from Toledo to Woodville. The vote was 3,368 for the bonds to 56 against. Devious and exasperating proceedings followed to get the road constructed. Finally, the Pennsylvania Company contracted to do the building for $425,000 of city bonds. The road was opened May 1, 1873. For five years operation was under a lease. Then the situation not being satisfactory to either side, the Council in 1878 voted almost unanimously to sell

out the city's entire interest for $225,000, which was done in June of that year, but the debt remains yet unpaid. In 1900 it was refunded for thirty years in the sum of $432,000 and at 3½%.

Notwithstanding this experiment, the discovery of natural gas in Ohio and near Toledo brought about an agitation in favor of a municipal gas plant. January 22, 1889, (86 Ohio Laws, 7) the Legislature authorized the city, if approved by a majority vote of the electors, to issue bonds to the amount of $750,000, to bear no more than 4½% interest and to run for not more than thirty years, for the purpose of procuring territory, right of way, sinking wells for natural gas, to purchase wells, purchase and lay pipes, with all necessary fixtures and attachments and machinery, and for constructing the necessary buildings and supplying the city and the citizens thereof with natural gas for public and private use. Of these bonds $75,000 worth, and not more, might be issued and sold for the purpose of paying costs and expenses of purchasing the necessary territory and sinking and purchasing such number of wells as might be required. At the April, 1889, election the issue was approved after a warm preliminary contest by a vote of 7,002 for and 4,199 against, and the bonds were issued and sold, $75,000 in May, and $675,000 in October of that year, to mature at varying periods of from ten to thirty years. At that time there were two private natural gas companies serving customers in Toledo, one of which continues in business, now purveying all the natural gas consumed, The Northwestern Natural Gas Company. From these private companies came an offer of contract with the city and its citizens to supply gas at the rate of twelve and one-half cents a thousand feet. But so certain were the proponents of the municipal plant that the latter would be a success that this proposition was rejected.

With its money the city began the purchase and development of wells and the construction of 78.27 miles of lines beyond the city limits and to the city of Findlay, soon incurring an indebtedness beyond the means provided. In 1892 (89 Ohio Laws, 236), the Legislature authorized a further issue of bonds, $100,000 for construction and extension purposes, and $300,000 and accrued interest to fund indebtedness created in construction over the proceeds of the first issue of $750,000. Altogether, the investment by the end of 1900 had become $1,217,046.00, of which amount $850,000 were raised by the sale of bonds, $300,000 by the negotiation of ten year certificates of indebtedness, and the balance was derived from revenues. Operations began near the close of 1891 and ceased with the year 1900. During this period of between nine and ten years, $663,614.14 were received from the sale of gas, and adding miscellaneous receipts, the total revenue was $673,826.79. Out of the revenues $100,000 were paid into the sinking fund between 1892 and 1894. The balance of revenue was expended in maintenance and extensions. The banner year for receipts was 1893, but in three years receipts had dropped to one-third of the peak. The income never, over any substantial accounting period, met operating expenses alone, not considering interest, depreciation and maintenance. As the mayor said to the council in 1896, already the experiment was shown to be "a colossal failure."

When the local fields began to show exhaustion, and more money, in large amounts, for extensions of lines and the opening of new fields was an indicated necessity, everybody was glad to give up the profitless adventure. By court authority the lines outside of the city were sold as scrap to Kerlin Brothers for $102,000.

When, however, the lines were taken up, several miles were alleged to be missing, and after some controversy, settlement was made by the purchaser with the city for $83,000. The inside lines were leased to a predecessor of the present Toledo-Edison Company for twenty years at the rate of $6,500 a year. At the writing of this chapter legislation is pending before the council to sell what remains of the plant—the lines within the city limits—for not less than $125,000, or to enter into a new lease for $3,324 a year. The bonds were gradually extinguished within their limit of life by operation of the sinking fund and through processes of taxation. The certificates, however, are still in evidence, although somewhat disguised as refunding bonds, as part of the city's present indebtedness, and, of of course, the extinguished bonds left an impress, still existing, on the city's financial condition.

An expert accountant, computing results at the close of 1919, when the last bonds had been cared for, has shown that the net loss to the city, interest computed at five per cent, was then over two million dollars.

Aside from a lesson of great value in the weaknesses of community judgment respecting the advantages of municipal ownership, some solace to the community may be found in the fact that the industrial inducement involved in the proposition for cheap gas was a large factor in bringing to Toledo the Libbey Glass interests, and the old Pope-Toledo Company, the forerunner of the Willys-Overland.

COUNTY BONDS

According to the records of the County Auditor's office, Lucas County bonds outstanding on January 1, 1923, except those maturing July 1, 1923, to pay which provision was made, amounted to nearly six million dollars, as follows:

Bridge	$ 72,509
Children's Home	13,000
Courthouse	500,000
Ditch	35,943
Road and Bridge repair	8,790
Stone Road Improvement	171,000
State and County Road Improvement	6,000
Stone and Gravel road	90,800
County Highway Improvement	2,620,801
Sewer	1,413,766
Water line	713,920
Total	$5,646,531

The oldest of these bonds are the courthouse bonds which were authorized and issued in 1894. Two items of the above table, the sanitary sewer and township road bonds, are, strictly speaking, not the same as other bonds. Although authorized by the county authorities, the sewer bonds are paid by special assessment against the property benefited, and the township road bonds constitute a claim against the several townships, each providing for the redemption of its own bonds issued for the purpose of building roads.

In addition to the outstanding county bonds above enumerated, there are outstanding school bonds, for the several districts, aggregating, in round numbers, $18,000,000. Toledo and Lucas County are not alone, however, in contracting large public debts. Figures given out by the Ohio Institute of Public Efficiency for the forty years from 1880 to 1920, show that in that period "the population of the state has increased 80 per cent, the wealth of the people, measured by valuation of taxable property, increased 585 per cent, and the public debt increased 1,138 per cent."

BANKING INSTITUTIONS

At the time Lucas County was organized, the people of Ohio were not friendly to banks. There was good reason for this. Most of the paper money of that day was issued by private banks and went current only so long as some man of known executive ability and integrity vouched for its value. The "currency" issued by the Michigan banks was especially open to suspicion. It was the era of the so-called "wild-cat" banking, though how the banks received the name of "wild-cats" is not certain. In the State of New York banks of similar character were called "red dogs." On March 15, 1837, the Michigan Legislature enacted a law providing for the incorporation of banks. It provided that any number of men might associate together, subscribe $50,000 for a capital stock, file articles of association with the county clerk and receive a charter. The law required one-third of the capital stock to be owned by the county, ten per cent to be paid in before the election of directors, and thirty per cent before bank notes could be issued. At no time should the bills in circulation be more than two and a half times the amount of the capital stock actually paid in. Originally the law required banks to carry a certain specie reserve, for the redemption of currency, but a subsequent act permitted the stockholders to deposit, instead of specie, bonds secured by real estate. Under this law wild land, valued at three or four times its actual value (sometimes more) became the security for Michigan bank circulation. In this day, when banking is conducted on a "safe and sane" basis, the following description of the City Bank of Brest, reads like the wildest fiction:

"Brest was a magnificent city (on paper), situated at the mouth of a little creek, about seven miles from Monroe. An excellent lithographed and beautifully colored map of the city represented it with broad avenues, lined with palatial residences and handsome grounds. The extended river front of the city had a continuous line of docks, above which towered lofty warehouses, filled with the merchandise of the world. The largest steamers were represented as sailing up past the city, whose docks were crowded with vessels of all descriptions, while the streets were thronged with busy life. The ruins of Nineveh or Baalbec are not more desolate now than are the ruins of Brest, and it is little less a wilderness today than it was seventy-odd years ago. But Brest had a bank with a capital of $100,000. It was a fair sample of a wild-cat bank and an illustration of how those affairs were managed. The law compelled the bank commissioners to make an investigation into the affairs of the banks. Spies dogged the footsteps of the commissioners and it was generally found out when they were to visit a bank for inspection, whereupon the business of that particular bank was put in favorable shape for examination. On August 2, 1837, the commissioners examined the

Bank of Brest. They found the principal resources to consist of loans on bonds, $16,000; back stock, $10,000; specie, $12,900, which was eminently satisfactory. It appears that $10,500 of the specie belonged to Lewis Godard (of Toledo) and had been loaned to the bank the day before the examination and drawn out the day after.

"A day or two later the commissioners examined the Bank of Clinton and found specie on hand to the amount of $11,029.35. The day following this examination the same $10,500 of specie was returned to Lewis Godard, having performed the same function it had in connection with the Bank of Brest. Something in the appearance of this specie aroused the suspicions of one and the commissioners and, unannounced, they returned to Brest for another investigation. This time they found the actual specie on hand to amount of $138.90, while the circulation of the bank was $84,241."

Under such circumstances, it is not surprising that the Ohio people were unfriendly to the banks. Mention has already been made of how President Jackson ordered the Government deposits withdrawn from the United States Bank and deposited with certain designated state banks, and of the wild speculation which followed. When the hard times came on, the Government had use for its money and called upon the banks with which it had been deposited to repay it in specie. The banks did not have it. They had loaned it to speculators, who had been unable to realize upon their investments, which had been made in wild lands often at fancy prices. The security proved to be of little or no value and the banks experienced many difficulties in the endeavor to meet their obligations to the Government. They called in their circulation as rapidly as possible, suspended specie payments and resorted to every expedient to repay the loan. These things added to the general distress and in the end the wild-cat banks collapsed, leaving in circulation bills representing millions of dollars. Bona fide holders of these bills were heavy losers. Many bills that had never been placed in circulation were given away as curiosities. In some localities they were so plentiful that they were used to paper the walls of the log cabins. During the Civil war Union soldiers carried a large number of these wild-cat bills into the South, where they found the people preferred them to Confederate money. This was probably the last instance of the wild-cat currency having a purchasing value.

BANK OF MANHATTAN

The first bank within the present limits of Lucas County was the Bank of Manhattan, which was charted by the Michigan Legislature on March 25, 1836. Daniel Chase, who afterward commanded the Lucas County company of troops in the Mexican war, was president, and Henry D. Ward was cashier. A statement of the condition of the bank on June 30, 1840, showed resources of $122,052.71. Its principal assets consisted of bills discounted, $90,824; special loans, $18,000; judgments, $5,426. Of the liabilities $50,000 represented the capital stock; $57,381, the circulation; and $13,034, the deposits.

About the time this statement was made the bank brought suit, to collect an indebtedness claimed, against James Myers, of Toledo. Myers denied the legal existence of the bank and the injustice of the claim. The case was carried to the Ohio Supreme Court, where in 1852 it decided that the bank never had a legal

existence and was not authorized to do business, "for the reason that its charter was obtained in 1836 from a body calling itself the Legislature of the State of Michigan, whereas there was no 'State of Michigan' until January, 1837. Furthermore, Manhattan never was under the jurisdiction of Michigan, and securities given to an unauthorized bank are void." Thus the claim against Mr. Myers was not collectible and the bank wound up its affairs.

EARLY TOLEDO BANKS

The first banking house of any kind in Toledo was the firm of Prentiss & Dow, located at the corner of Monroe and Summit streets. It opened in 1843 and H. P. Esty subsequently succeeded Mr. Dow, the firm then taking the name of H. P. Esty & Company. This house carried on a successful banking and brokerage business for several years.

On February 24, 1845, the State Bank of Ohio was incorporated by an act of the General Assembly. The act also contained provisions for the establishment of other banking institutions. On October 8, 1845, the Bank of Toledo filed its certificate with the county recorder and began business. The incorporators of this bank were: Moses Y. Beach, of New York; Zenas Cobb, Jr., of Cleveland; Charles R. Miller, Samuel and William Rattle, Horace L. Miller and Timothy Miller, of Cuyahoga Falls. William Rattle was elected president and Charles R. Miller, cashier. In 1852 the bank was reorganized, when Samuel M. Young, Morrison R. Waite and others came into control. On November 19, 1864, it was again reorganized as the Toledo National Bank, with a capital stock of $300,000. Samuel M. Young was elected president and Paul Jones, cashier. For many years this bank was located on the east side of Summit Street, between Adams and Madison. After a successful career of forty-five years, its affairs were liquidated in 1890.

The Commercial Bank of Toledo was organized at the same time as the above bank (October 8, 1845,) by Matthew Johnson and Joseph Lake. For a few years it prospered, but financial reverses came and the bank was closed. Its affairs were wound up by a receiver in 1854.

In December, 1846, Kraus & Company opened an office on the corner of Monroe and Summit streets and engaged in business as private bankers and brokers. From their first location they moved to Summit and Jefferson. A little later Mr. Kraus and William H. Smith succeeded William G. Powers & Company in what was known as the City Bank. Kraus & Smith continued in business until the fall of 1873, when they failed with liabilities of about one million dollars and comparatively small assets. This was the first, and in many respects the most disastrous bank failure in Toledo.

The Mechanics' Bank of Toledo was established in December, 1855, by L. G. Berry and M. W. Day, of Adrian, Michigan, and continued in business for several years. About a year after the Mechanics' Bank was started, Raynor & Clark opened the Exchange Bank. These two men were the principal owners of the Bank of Tecumseh, at Tecumseh, Michigan, and also conducted a bank at Monroe, Michigan. The name "Exchange Bank" proved to be a good one, as it developed that the main object of the founders was to "exchange" the worthless notes of the Bank of Tecumseh for good Ohio dollars. The failure of the Bank of Tecumseh resulted in the failure of the Exchange Bank at Toledo, leaving many to mourn their connection with the institution.

SECOND NATIONAL BANK BUILDING

TOLEDO BANKS IN 1923

At the beginning of 1923 there were seventeen institutions doing a general banking business in Toledo. As of April 3 of that year their capitalization, resources and liabilities were reported as in this table:

Bank	Capital	Surplus and Undivided Profits	Loans and Discounts	Deposits	Total Resources
First National	$ 500,000	$1,674,743	$ 7,771,098	$ 9,264,342	$12,435,989
Second National	1,000,000	2,809,243	8,062,495	12,026,464	17,592,007
Northern National	1,000,000	1,169,375	8,645,314	10,991,372	15,049,708
Citizens Safe Deposit	50,000	10,856	131,157	268,582	329,438
Commercial Savings	200,000	334,312	5,853,878	9,600,305	10,134,616
Dime Savings & Trust	300,000	311,062	5,846,434	7,763,031	8,434,092
Commerce Guardian	1,400,000	976,972	18,194,234	23,411,056	26,997,156
Home Savings	250,000	642,837	5,509,463	6,477,915	7,377,833
Merchants' & Clerks'	150,000	356,466	1,699,159	2,394,055	2,917,983
Ohio Savings Bank	1,000,000	1,500,513	19,565,004	29,416,699	32,175,231
Opieka Savings*	150,000	42,049	860,446	1,274,298	1,472,563
Peoples' State	100,000	49,935	1,141,642	1,754,228	1,954,206
Security Savings*	565,200	477,176	5,467,003	7,718,555	8,925,057
Spitzer-Rorick	300,000	315,414	224,434	2,968,567	3,592,285
Toledo Savings	600,000	420,922	2,447,703	2,976,015	4,043,260
Union Savings	250,000	407,274	1,297,844	1,491,025	2,158,317
Morris Plan	200,000	103,778	1,119,513	803,010	1,276,965
Grand Total	$8,015,200	$11,592,927	$93,736,281	$130,600,519	$156,766,706

*Consolidated, spring of 1923.

The oldest of these is The First National, which dates back to 1851. In that year John Poag and Valentine H. Ketcham opened a private banking and brokerage business under the firm name of Poag & Ketcham. A little later John Berdan came into the firm and the concern took the name of Ketcham, Berdan & Company. On September 1, 1863, the business was reorganized as the First National Bank of Toledo, one of the first national banks in the country. Valentine H. Ketcham was chosen president; J. K. Secor, vice president; John Berdan, cashier. The original capital stock of the First National was $200,000, which was subsequently increased to $500,000. In 1904 the bank moved into its new building at 312-314 Summit Street, where it is still located.

Parmelee & Company established the Marine Bank in 1860, with an authorized capital of $100,000, but it was not a success and soon wound up its affairs. George

W. Davis, one of the principal stockholders, purchased the assets of the bank and reorganized it. For about three years the Marine Bank did a successful business, with George W. Davis as president and Nehemiah Waterman as cashier. On January 18, 1864, it was reorganized as the Second National Bank of Toledo, with a capital stock of $150,000. In 1871 the Merchants' National Bank was organized with a capital stock of $300,000 and began business in the Fort Industry block. Wilson W. Griffith was the first president and Charles C. Doolittle the first cashier. On May 1, 1907, this bank was consolidated with the Second National. The Second National Bank building, on the corner of Summit Street and Madison Avenue, is the tallest building in Toledo (twenty-one stories) and can be seen for miles.

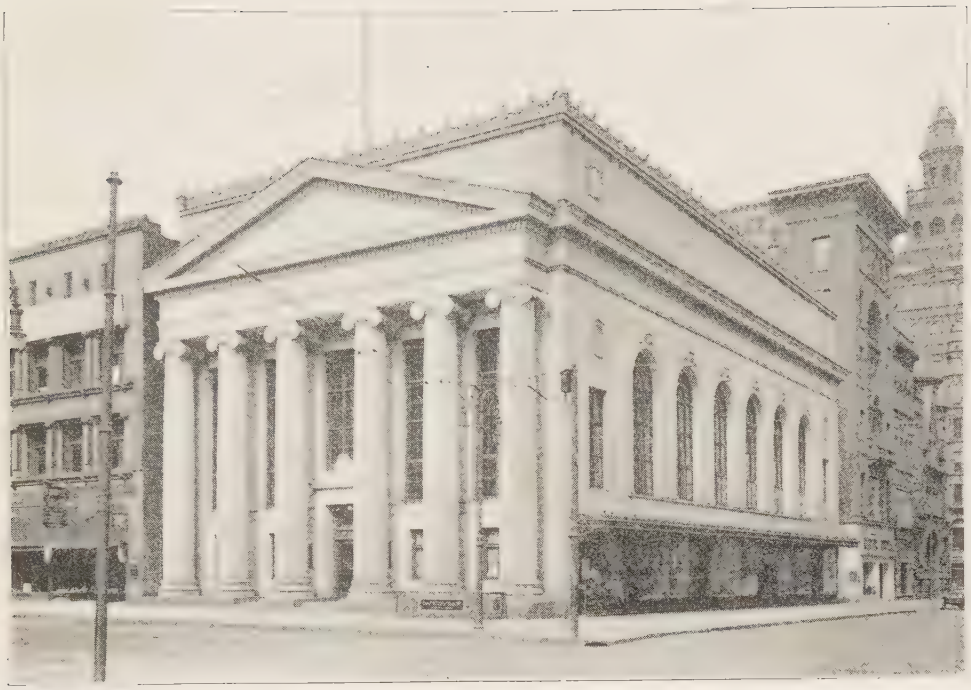
On November 30, 1864, the Northern National Bank received its charter under the national banking act and soon afterward opened its doors for business. Matthew Shoemaker was the first president and E. T. Mortimer the first cashier. The original capital stock of this bank was $150,000, which has been increased to $1,000,000. It was first located on Summit Street, between Jefferson and Madison, but when the Produce Exchange building was erected on Madison Avenue more commodious quarters were provided for the bank. The Northern National now occupies its own building on the corner of Superior Street and Madison Avenue.

The Toledo Savings Institution began business on July 21, 1868, with Richard Mott, president; A. E. Macomber, cashier; and a capital stock of $100,000. On June 18, 1874, it was reorganized as the Toledo Savings Bank and Trust Company, Richard Mott, president; Edward Malone, vice president; John J. Barker, cashier. This is the oldest savings bank in Toledo. It is located at 150-152 Summit Street.

In 1870 Oliver S. Bond, Frederick Eaton, N. M. Howard, Charles L. Luce, James Secor, L. M. Skidmore, Matthew Shoemaker, John H. Whitaker and E. H. Wright, organized the Merchants' and Clerks' Savings Bank. The above named constituted the first board of directors, Matthew Shoemaker being elected president and Oliver S. Bond, secretary and treasurer. The bank began business in a room in the rear of the Northern National Bank, 99 Summit Street, February 10, 1871. After several removals it became permanently located at 338 Summit Street in September, 1910.

In 1881 C. M. Spitzer and L. and J. Weidman opened a private banking house under the firm name of Spitzer, Weidman & Company. After about a year the Weidmans withdrew and were succeeded by A. L. Spitzer, the firm taking the name of Spitzer & Company, under which it continued for several years. Horton C. Rorick then acquired an interest in the business and Spitzer-Rorick & Company came into existence. This firm is located in the Nicholas building and deals in municipal bonds and stocks of various kinds. The Spitzer-Rorick Trust and Savings Bank was incorporated in 1911, with a capital stock of $300,000. It is located at 602-604 Madison Avenue.

The Commerce-Guardian Trust and Savings Bank is the outgrowth of a private banking business established in 1885 by John B. Ketcham. On January 1, 1888, the concern was organized as the Ketcham National Bank, with a capital stock of $250,000. John B. Ketcham (second) was elected president and S. H. Waring, cashier. On the first board of directors were: John H. Doyle, E. L. Barber, John Berdan, E. W. Tolerton, I. N. Poe and G. G. Hadley. On January 1, 1899, Spencer D. Carr became president and about that time the name was changed to the National



NORTHERN NATIONAL BANK

FIRST NATIONAL BANK

Bank of Commerce. On July 1, 1907, this bank absorbed the National Bank of Toledo, which had been established as a private bank by Keeler, Holcomb & Company in 1870 and converted into a national bank in 1905. At this time the capital stock was increased to $1,000,000. On January 1, 1921, the bank was consolidated with the Guardian Trust & Savings Bank, when the present name was adopted, viz: Commerce-Guardian Trust and Savings Bank. Its place of business is at the northeast corner of St. Clair Street and Madison Avenue.

The Union Savings Bank was organized in May, 1888, with a capital stock of $300,000 and the following officers: James Secor, president; William H. Maher, vice president; Leander Burdick, cashier. This bank is located at 233 Summit Street.

Although the country was suffering from an industrial depression, the Home Savings Bank opened its doors for business on December 20, 1893. The organization of the bank began about a year earlier. Herbert Baker was the first president and Dean V. F. Manley was the first cashier. The bank was located in 1923 in the Gardner building, on the corner of Madison Avenue and Superior Street. It had bought, however, the old Toledo Club property, southeast corner of Madison and Huron, upon which a fine banking and office building was planned for erection in 1923-24.

The Citizens' Safe Deposit & Banking Company, located in the Gardner building, at Madison Avenue and Superior Street, is another financial institution that was organized in the midst of the business depression in 1893. Notwithstanding the adverse conditions at the time it began business, the company pulled through and is now a depository for the state, county and city.

In November, 1896, the Ohio Savings Bank and Trust Company was incorporated with a capital stock of $350,000, and the following officers: David Robison, Jr., president; Dennis Coghlin, George E. Pomeroy and Joseph L. Wolcott, vice presidents; James J. Robison, cashier. The main bank is located in the Ohio building, northeast corner of Madison Avenue and Superior Street, and it has seven branches located in different parts of the city.

The Commercial Savings Bank and Trust Company was incorporated in 1898, with a capital stock of $100,000, and the following officers: M. V. Wolf, president; A. M. Chesbrough, vice president; Carey B. Close, cashier. David Harpster became president in 1903 and was succeeded by George W. Close. The main bank is located in the new five-story Commercial Bank building, on Superior Street, near Adams Street, and there are six branches in different parts of the city.

On June 14, 1898, the Security Trust Company was incorporated, with a capital stock of $200,000; F. B. Shoemaker, president; Noah H. Swayne and John J. Barker, vice presidents; C. F. M. Niles, secretary and treasurer.

About two years later the State Savings Bank Company was organized, numbering among its stockholders several men who were interested in the Security Trust Company. On November 13, 1903, the two institutions were consolidated as the Security Savings Bank and Trust Company, with a capital stock of $250,000. In April, 1923, the bank was located at 313-317 Superior Street, with a branch at 1518 Cherry. Later the capital was increased to $600,000, and the Nasby building at Huron and Madison was purchased to be taken over later for bank quarters.

In the early summer of 1923, The Opieka Savings Bank, established in 1916 for the convenience of the large Polish population of Toledo, was consolidated with

the Security Savings Bank and Trust Company, bringing to the latter two additional branches, one at 1341 Nebraska Avenue and the other at 2804 Lagrange Street.

In November, 1900, the Dime Savings Bank Company was incorporated and began business with a capital stock of $100,000. W. H. H. Reeder has been president of this bank since it was first organized. The first vice-presidents were J. S. Hallaran and I. I. Millard, and A. B. Hood was the first cashier.

The People's State Savings Bank was incorporated in 1908 by W. H. Tucker, David Harpster, P. J. Dolan, O. D. Tiffany, and W. J. Von Ewegen, with an authorized capital stock of $50,000. It was decided to erect a building before opening the bank and O. D. Tiffany was selected to supervise its construction. The building was completed early in April, 1909, and on the first of May the bank opened its doors for the transaction of business. During the first year over one thousand accounts were opened. The bank is located on the corner of Starr Avenue and East Broadway and is the first successful banking concern established in East Toledo. It has now two branches on the East Side.

The Summit Trust Company is the youngest financial institution in Toledo. It was incorporated in 1919, with a capital stock of $500,000, and has offices at suite 1605 Second National Bank building.

Toledo also has a Morris Plan Bank, with a capital of $200,000, which was incorporated under the laws of Ohio in December, 1916. It is located on the corner of Jefferson Avenue and Huron Street.

RURAL BANKS

An institution known as the Maumee City Insurance Company Bank was established at Maumee in 1838—the second bank in Lucas County. Its authorized capital stock was $250,000 but of this only $12,500 was paid in, constituting the working capital. James H. Forsyth was elected president and J. T. Guthrie, cashier. In November, 1839, the institution was placed in the hands of Morrison R. Waite for liquidation.

Maumee is entitled, however, to the distinction of having the oldest bank in the county outside of Toledo. This is the Union Deposit Bank of Maumee, which was established in 1866. It has $35,000 of capital and surplus.

In 1908 The State Savings Bank of Maumee was incorporated with a capital stock of $25,000.

Two banks were established in Sylvania in 1901—the Farmers' and Merchants' Banking Company, with a capital stock of $50,000, and the Sylvania Savings Bank Company, with a capital of $25,000. On September 15, 1917, the former moved into its new building, which is the handsomest and most substantial in the village.

In 1904 the Whitehouse State Savings Bank began business with a capital of $25,000. It proved a great convenience to the merchants of the village and the farmers in that section of the county.

The Waterville State Savings Bank was established in 1907 with a capital of $25,000.

Toledo has eight savings and loan associations, or companies: The People's Savings Association, the Ohio Savings Association, the Home Building and Savings Company, Broadway and Segur Avenue; the Industry Savings and Building Company, 313-15 Huron Street; the Mutual Savings Association, 218 Superior Street;

the Ohio Polish Savings and Building Association, 3032 Lagrange Street; the Star Building and Loan Association, 10 Ontario Street; and the Toledo Savings Association, 228 Superior Street. The authorized capital of several of these associations is over one million dollars.

There are more than a score of firms dealing in bonds of states, counties, municipalities and industrial concerns, or which loan money on first mortgage security.

CHAPTER XXIV

CITY AND COUNTY PRESS

ORIGIN OF THE NEWSPAPER—ROMAN ACTA DIURNA—FIRST NEWSPAPER IN LONDON —IN THE UNITED STATES—IN THE MAUMEE VALLEY—TOLEDO NEWSPAPERS—PERSONAL MENTION OF PROMINENT JOURNALISTS—TOLEDO PUBLICATIONS IN 1922—DEFUNCT NEWSPAPERS—TOLEDO PRESS CLUB—RURAL NEWSPAPERS—DAVID R. LOCKE.

In practically every office and household in the United States the daily newspaper, once a luxury that only the rich could afford, is now regarded as a necessity. But as the average man culls the news from his favorite daily, does he ever consider the long process of development that has given him such an opportunity of learning what is taking place in all parts of the world? How many know that to the civilization of ancient Rome the nations of modern times are indebted for the idea—crude as it was at first—that has step by step been elaborated into the daily or weekly newspaper?

The Roman "Acta Diurna" were manuscript publications—written or engraved upon wax tablets with an instrument called the "stylus." As the method of production was somewhat tedious, the edition was necessarily limited. The few copies issued were displayed in the most public places in the city, in order that the people might acquaint themselves with current events and the political trend of the times. These "Acta Diurna" (Acts of the Day) were not published at regular intervals, but only upon the occurrence of some event of more than ordinary interest. When a new one appeared, each place where it was posted would be surrounded by people who listened eagerly while some one read the contents, much as the crowd of today scan the bulletins in front of a newspaper office on the day after a Presidential election, or during a "world's series" of baseball games.

The first publication really worthy of the name of "newspaper" made its appearance in London in 1622, more than a century and a half after Guttenberg invented the process of printing with type. It was called the "Weekly News from Italie and Germanie." Prior to its appearance the wealthier classes of Europeans had been accustomed to receiving their accounts of the world's doings through the medium of the weekly "news-letter," but this form of manuscript literature was too expensive for any but the rich to afford. The "Weekly News from Italie and Germanie" was printed upon a crude and clumsy press operated by hand power—the invention of Nathaniel Butler—yet this primitive and imperfect machine occupies a place in history as the progenitor of the modern printing press with a capacity of several thousand newspapers hourly. The contents of this first small newspaper consisted mainly of social items and satirical essays until about 1641, when the Parliamentary reports were published in its columns. The first advertisement ever published in a newspaper appeared in this little

weekly in 1648. It was written in rhyme and was intended to call the attention of the public to the merits of a merchant tailor of Belgravia.

In 1709 the "London Courant" was established. It was the first daily morning newspaper, so far as known, and consisted of a single page. With the inauguration of the daily newspaper, the press gained rapidly in popularity and importance and the "Courant" was not long without competitors. In 1750 over seven million copies of daily newspapers were circulated in England annually.

IN THE UNITED STATES

The first newspaper in the United States was the "Boston Public Occurrences," a small quarto sheet, established in 1690. After a brief career it was suppressed by the colonial authorities of Massachusetts because of its radical utterances. Next came the "Boston News-Letter," which was started in 1704 by John Campbell, then postmaster at Boston. In 1721 James Franklin established the "New England Courant" and conducted it for five years or six years, when it was suspended "for want of adequate support." Soon after the "Courant" was suspended, Benjamin Franklin started the "Pennsylvania Gazette" at Philadelphia, which was published as a weekly until 1765, when it was merged with the "North American." In 1728 Benjamin Franklin founded the "Saturday Evening Post," which is still in existence, but in an entirely different form. The "Evening Post" of New York City was founded in 1801 and is still published. It was the first daily in the United States. With the improvements in the methods of printing, the cost of producing newspapers was reduced, until now there is scarcely a town of any consequence in the country that has not its daily or weekly newspaper.

IN THE MAUMEE VALLEY

The first newspaper in the Maumee Basin was "The Miami of the Lake," which was founded by Jessup W. Scott and his brother-in-law, Henry Darling, at Perrysburg. The first number made its appearance on December 11, 1833. It was printed upon a hand press, which with a supply of type, had been brought from New York by Mr. Darling. In June, 1834, the outfit was purchased by J. Austin Scott, a brother of Jessup W., who associated with himself as publishers J. H. McBride and Henry Reed, Jr. About eight months later, Mr. McBride acquired Mr. Scott's interest and with the issue of August 18, 1838, changed the name of the paper to "The Ohio Whig." The publication continued for several years under different names, and among those connected with it were H. L. Hosmer and H. T. Smith.

Jessup W. Scott, one of the original publishers of this newspaper, was born at Ridgefield, Connecticut, February 25, 1799. He attended the local schools and at the age of sixteen years became a teacher, following this occupation in his native state, New Jersey, Georgia and South Carolina. He began the study of medicine when he was eighteen, but soon changed to the law and in 1822 he was admitted to the bar in both Georgia and South Carolina. In 1830 the slavery question became an important political issue and Mr. Scott, being in sympathy with the free states, came north. In the spring of 1831 he located at Florence—

then in Huron but now in Erie County—Ohio, where he began the publication of a monthly called the "Ohio and Michigan Register and Emigrant's Guide." Two years later he removed to Perrysburg and there became associated with Mr. Darling in the publication of the newspaper above mentioned.

In 1836 Mr. Scott returned to his native state and located at Bridgeport. The financial panic of 1837 brought him back to Ohio and for the next seven years he was a resident of Maumee. He came to Toledo in 1844 and was for several years connected in an editorial capacity with the "Blade." In 1857 he went to Castleton, New York, where he remained for a few years and then returned to Toledo. Mr. Scott was united in marriage in May, 1824, with Miss Susan Wakeman, of Southport, Connecticut. On October 21, 1872, this couple, whose fortunes had so long been linked with Toledo, joined in the execution of a deed to 160 acres of land to a board of trustees to found the "Toledo University of Arts and Trades." Mr. Scott died in January, 1874.

TOLEDO NEWSPAPERS

Concerning the first newspaper in Toledo, accounts differ in some essential particulars. In a sketch of Andrew Palmer, on page 695 of Clark Waggoner's "History of Toledo," occurs this statement: "In the fall of 1834 he purchased the material and established a paper—the first numbers of which were called the 'Port Lawrence Herald,' and printed by J. Irvine Brown. At this period in its history the name of Toledo was adopted for the embryo city. The meeting to consider the matter was held at the office of the 'Herald' and as a result of its action the title of the paper was changed to that of 'Toledo Gazette'—Mr. Brown continuing to act as publisher, and Mr. Palmer as editor and manager, as before the change."

On page 637 of the same history is given the following account of the establishment of the first newspaper in Toledo: "In May, 1834, James Irvine Browne came from Easton, Pennsylvania. He was then about twenty-eight years of age, a gentleman of education and refinement, and withal, quite a poet. He came under an arrangement with Edward Bissell and others, for the purpose of starting and conducting a newspaper and it was expected that the printing press and materials would soon follow. Delays were caused in different ways. In the first place there was no building which could be occupied for such purpose and it was necessary to await the construction of the building which was to become Toledo's first printing office. It was located on the south side of Lagrange Street, about half-way between Summit and Water, on the second floor of a two-story frame building and over a grocery and provision store kept by Daniel Washburn. Then a contest arose between 'Upper' and 'Lower Towns' for the location of the new paper. Finally, about the 1st of August, the materials arrived, a compromise between the 'Towns' was effected and operations commenced. Mr. Browne set up his own type and worked his own press, having neither 'Jour.' nor 'Devil' to assist him. About the 15th of August, 1834, appeared the first number of the 'Toledo Herald,' the first newspaper issued within the present limits of Lucas County. It was a very creditable sheet, in both contents and appearance. But three or four numbers were issued, when Mr. Browne was taken sick, necessarily suspending the paper."

The latter story is corroborated by other authorities and is doubtless the correct one. It will be noticed in the first account that Mr. Browne's name is spelled without the final "e" and it is stated that the name was at first "Port Lawrence Herald," while it is generally understood that Port Lawrence and Vistula were consolidated and the name Toledo was adopted in the latter part of the year 1833. It is not likely that the first newspaper would bear the name of one of the rival towns.

Mr. Browne soon recovered from his illness, when he again took charge of the paper, the name of which was changed to the "Toledo Gazette." During the next eight months only twenty-one numbers of the paper were issued. Although Mr. Browne was in charge, it is doubtful if he ever had a pecuniary interest in the publication. Andrew Palmer was active in getting the paper started and had some money invested in the enterprise. In May, 1836, Samuel Allen announced that he had purchased all interest in the "Gazette." He published the paper for a short time, when he sold the entire oufit to Adolphus Kramer for the purpose of establishing a newspaper at Hartford, Ottawa County, a town that no longer appears on the map.

In the spring of 1836 the "Toledo Blade" was founded as a weekly newspaper. Just who projected this publication is not certain. The late Judge John H. Doyle says: "George B. Way in 1836 took charge of a printing press and materials, which had been provided, and started a newspaper which was named the "Toledo Blade," etc. In the spring of 1837 the paper passed into the hands of Abel W. Fairbanks and L. L. Willard. The latter retired after a few months, but Mr. Fairbanks continued to publish the paper until about April, 1841, when S. S. Blanchard became a partner. In July, 1842, the name of Edward A. Graves appeared as publisher, with Daniel McBain as editor.

Several changes occurred in the ownership and management during the next few years. In May, 1846, Abel W. Fairbanks and Jessup W. Scott began the publication of a tri-weekly edition, which marked an incident of special importance in the paper's history. In July, 1847, Hezekiah L. Hosmer became a partner and assumed editorial charge. He was educated for the legal profession and prior to his connection with the "Blade" had been editor of the "Perrysburg Journal" and the "Maumee Express." As a writer he was fluent and forceful. His account of the grand celebration at Fort Meigs on June 11, 1840, when General Harrison was present and delivered an address, was copied by every Whig newspaper in Ohio, as well as in several outside of the state. He remained with the "Blade" until 1849, when he went to California and there passed the remainder of his life.

Ayer's "Newspaper Annual" gives the date of the founding of the Toledo "Blade" as 1848. This is due no doubt to the fact that on April 17, 1848, was issued the first daily edition of the paper, Fairbanks & Hosmer at that time being the publishers. Among those financially interested in the paper during the next five years were Stephen H. Hosmer, H. T. Smith, Peter E. Latimer, Samuel Andrews and G. G. Lyon. In May, 1853, the establishment was sold to Joseph R. Williams.

Mr. Williams was born at Taunton, Massachusetts, November 14, 1808. At the age of eighteen he entered the Sandwich Academy, at New Bedford, Massachusetts, where he prepared for college, and in 1831 he graduated at Harvard. He then began the study of law at Worcester and was admitted to the bar in

1833. Two years later he arrived in Toledo, but in 1837 went to Constantine, Michigan, where he built a large flour mill and made other investments. In May, 1853, he returned to Toledo to take charge of the "Blade," which he conducted until 1856, when he sold to Clark Waggoner and G. T. Stewart. He then returned to Michigan and died there in June, 1861.

From the time Waggoner & Stewart became the owners until the spring of 1858, Samuel G. Arnold was the editor. He was succeeded by William C. Earl, who remained but a few months, when Mr. Waggoner assumed the editorial duties, continuing in charge until his withdrawal from the paper in August, 1865.

Clark Waggoner was born on September 6, 1820, in that part of Huron County now constituting Erie County. He was educated in the district schools, supplemented by two terms at the Huron Institute at Milan. At the age of thirteen years he was apprenticed to the printer's trade in the office of the "Milan Times." After completing his apprenticeship he worked as a "jour" printer in various newspaper offices until May, 1839, when he became the publisher of the "Lower Sandusky Whig." In 1843 he removed the outfit to Milan and started the "Milan Tribune." His connection with the "Toledo Blade" has already been noted. In 1866 he and his son, Ralph H. Waggoner, purchased the "Toledo Commercial," which had been started in March, 1849, of which he was editor until 1876. The following year he was appointed collector of internal revenue at Toledo by President Hayes, which position he held for five years. In 1888 his "History of Toledo and Lucas County" was published. It is the last work of his pen, as he died a few years after its appearance.

In September, 1865, Alonzo D. Pelton became the proprietor of the "Blade," with David Ross Locke as editor.

Between 1865 and 1876 several changes occurred in the ownership of the "Blade." While the paper wielded considerable influence in public matters, it had never been a profitable undertaking from a purely business point of view. In August, 1876, the Toledo Blade Company was incorporated with A. P. Miller as president and editor; T. P. Brown, vice president; Frank T. Lane, secretary and treasurer. A few months later Mr. Locke purchased a controlling interest and became president. Under the new management the paper was placed on a sound financial basis for the first time in its history. Besides the "Blade," the company published "Locke's Monthly" and the "American Farm Journal." Upon the death of David R. Locke his son, Robinson Locke, became president and held the office for about a quarter of a century.

The publication office of the "Blade" was in various places until August 1, 1902, when it moved into its new quarters at 414-420 Jefferson Avenue, where the paper is still published every afternoon except Sunday. In 1922 the officers of the company were: Barton Smith, president; Florence E. Cottrell, vice president and treasurer; Maurice Allen, secretary.

At the present time, with telegraph lines and long distance telephones, the various press associations, etc., the facilities for obtaining news are vastly different from what they were when the "Blade" was in its infancy. An illustration of the difficulties that beset the early newspaper, and the manner in which the "Milwaukee (Wisconsin) Courier" accomplished a "scoop," is found in the story told some years ago by the late Edward A. Calkins, of Milwaukee, who was a compositor on the "Courier" in his youth. He says:

"All hands at the 'Courier' office had sat up two nights in the middle of December, 1846, waiting for the President's message. On the third night I was standing by the exchange table and picked up a newspaper in a wrapper, which had been there for forty-eight hours. I pulled it open and it happened to be a copy of the 'Toledo Blade' containing the message. The publishers of that paper had got hold of a New York paper that came west partly by rail and partly by stage, and had printed the message in time to get it to the western stage for Chicago. The copy had got into the Milwaukee mail and had so come through ahead of time. We all got busy and printed the 'Courier' with the message long ahead of the other papers, and their editors wondered where we had procured the copy. But it might have been put on the street a couple of days earlier if the wrapper had been torn from all the exchanges on Brown's table."

Besides those already mentioned, Rev. Robert McCune, W. H. Busby, John H. McElroy and S. S. Knabenshue were at different times managing editor of the "Blade." Among the early contributors to the paper were Pierre M. Irving, Richard Mott, John R. Osborn, Charles W. Hill, Hiram Walbridge, Myron H. Tilden and Emery D. Potter. In 1922 the managing editor was William Hedrick.

In March, 1849, the "Commercial Republican" was started with Charles R. Miller as editor, Miller & Company, publishers. It announced its policy as being "Free Democratic," that is Democratic with a leaning to the Free Soil doctrines of that period. In 1851 James Myers and Josiah Riley purchased the paper and the latter assumed the editorial management. About the beginning of 1854 Silas W. Wilder succeeded Mr. Myers. He was a native of Massachusetts and had been connected with several newspapers in that state. He died in November, 1854, and in 1855 the paper passed into the hands of Riley, Boyd & Company. In February, 1862, the name "Toledo Commercial" was adopted and in January, 1864, the Commercial Printing Company was organized. During the next two years a half dozen or more persons were connected with the paper, among them being Isaac R. Sherwood, J. W. Bailey, Joseph E. Marx and Stephen J. Meany.

In September, 1866, the outfit was purchased by Clark Waggoner and his son, Ralph H. Waggoner, and the firm of Waggoner & Son continued to publish the "Commercial" until April, 1871. Then the Toledo Commercial Company was organized, with Clark Waggoner as president and editor; Ralph H. Waggoner, secretary and treasurer. This company was succeeded on March 1, 1877, by the Toledo Newspaper Company, the Waggoners having withdrawn early in 1876. S. D. Rich became the proprietor in November, 1878, and remained in control about a year, when he was succeeded by A. W. Search of Coshocton, who conducted the paper only a few weeks. The plant then reverted to the Toledo Commercial Company, which sold it in November, 1880, to J. B. Battelle & Company, who changed the name of the paper to the "Toledo Telegram." James M. Comly, Alfred E. Lee and Andrew W. Francisco formed a partnership and purchased the establishment, changing the name back to the "Commercial." Mr. Lee withdrew after a few months and Mr. Francisco sold his interest to A. D. Pelton in 1885. The firm of Comly & Company then published the paper until 1889, when the property again reverted to the Commercial Company. About a year later Patrick C. Boyle became president of the company and he controlled the editorial policy until 1892, when the paper again changed hands, Henry C. Vortriede becoming president and editor. On December 7, 1896, Levi A. Cass acquired

a controlling interest and continued at the head of the company until 1899, when the paper was succeeded by the "Toledo Times," published by the Toledo Times Company, of which H. P. Crouse was president; George P. Jones, vice president; H. A. Eoff, secretary and treasurer.

The "Times" is the only morning newspaper in Toledo. It is issued every day in the week, the Sunday edition frequently containing from seventy-two to ninety-six pages. The publication office is at the corner of Huron and Orange streets and the officers of the Toledo Times Company in 1922 were: R. C. Patterson, president and treasurer; Clara C. Dun, vice president; John D. Dun, secretary.

On January 1, 1873, the Toledo Printing and Publishing Company was organized, with J. C. Frankenberger, president; S. C. McCullough, secretary and treasurer. For about three years the business consisted of book and job printing. In April, 1876, H. S. Chapin started an afternoon newspaper called the "Evening Bee," the first number appearing on the 26th of that month. A little later Mr. Chapin became president of the Toledo Printing and Publishing Company, and the "Bee" was transferred to that corporation and the name of the concern was changed to the Toledo Bee Company. In December, 1883, Mr. Chapin was succeeded as editor by John Paul Jones, who in turn was succeeded by Flavius J. Oblinger in January, 1885. Mr. Oblinger was one of the best known newspaper men in Northwestern Ohio. Before taking editorial charge of the "Bee" he had been connected with newspapers in various Ohio cities, having learned the printing trade with William Gunckel, publisher of the "Germantown Gazette," father of John E. Gunckel, and founder of the Toledo Newsboys' Association. After learning his trade, Mr. Oblinger was employed for a time in a book printing establishment in Cincinnati. But the call of the newspaper office was too strong and from 1850 to 1885, he was compositor and editor on probably a dozen publications. He was the first president of the Toledo Press Club when it was organized in 1881.

R. W. Harris succeeded Mr. Oblinger in the fall of 1885, but remained in charge only about one year, when Elmer White became editor. He remained at the helm until about the latter part of 1892. Archibald Stuart conducted the paper for about three years, when he was superseded by Thomas A. Starr. In 1897 the business was reorganized under the name of the "Bee Publishing Company," with Negley D. Cochran as president and editor. Frank M. Heller was managing editor at the beginning of 1922.

James M. Bloomer and Thomas O'Keefe began the publication of the "Toledo News" in 1881. Mr. O'Keefe soon retired and Mr. Bloomer became sole proprietor and editor. In 1883 he changed the day of issue to Sunday and the name of the paper to the "Sunday News." About three years later the paper became the property of the Toledo News Company, which had been organized in 1878, and the old name was resumed. In 1887 it was made a daily, conducted by the News Publishing Company, with Henry Stocks, president; James M. Bloomer, secretary. During the next ten years several changes were made in the personnel of the management. By 1890 it had become one of the leading newspapers of Toledo, presenting both foreign and domestic news in a concise form, which especially commended it to busy people. In 1900 the outfit was sold to the Toledo

Times Company. Its publication was continued as the afternoon edition of the "Times" until 1902, when it was consolidated with the "Bee," thus forming the "Toledo News-Bee," with Negley D. Cochrane as editor.

The "News-Bee" in 1922 was published every evening except Sunday by the Toledo Newspaper Company, the officers of which were as follows: W. H. Dodge, of Cleveland, president; C. A. Collin, vice president; C. F. Mosher, of Cincinnati secretary and treasurer; W. K. Stewart, business manager. The publication office is at Huron and Jackson streets.

TOLEDO PUBLICATIONS IN 1922

Besides the "Blade," "Times" and "News-Bee," whose history has already been given, the following list of Toledo newspapers and periodicals has been compiled from Ayer's Newspaper Annual and the Toledo City Directory, with brief notice of the main points in their history.

"American Flint," a monthly, is published in the interests of the glass workers' unions. It was established in 1909 and is edited by C. J. Shipman, secretary of the glass workers.

"Ameryka Echo," a Polish daily and weekly, was established as the "Gwiazda" in 1887 by A. A. Paryski. About two years later the name was changed to "Ameryka," under which it was continued until 1906. The "Echo" was started as a daily by Mr. Paryski in 1902, the former paper having been published twice a week. In 1906 the two were merged as the "Ameryka-Echo." The publication office is located at 1140 Nebraska Avenue. Mr. Paryski continues as the publisher and the paper is edited by M. S. Dunin.

The "Converted Roman Catholic and Protestant Missionary" was established in 1911. As its name indicates it is devoted to religious subjects. It is published monthly by J. L. King at 146 Huron Street.

The "Correspondent" is a matrimonial publication edited and published by Mrs. L. E. Smith, 2608 Parkwood Avenue.

The "East Side Sun" began its career in 1920. It is published every Thursday at 504 Main Street by James Toppin and gives the local news relating to East Toledo.

The "Dental Summary," published in the interests of the dental profession by the Ransom & Randolph Company, was founded in 1881. L. P. Bethel is the editor.

The "Toledo Express," a German weekly, made its appearance on New Year's Day in 1854, under the name of the "Ohio Staats Zeitung." It was founded by Marx & Hauschild, the latter occupying the editorial chair. Upon his retirement the Marx Brothers took control and in the latter part of 1856 started a small daily, with Julius Vortriede as editor. At that time the name was changed to the "Toledo Express." The daily was afterward suspended, but the weekly is still published every Thursday by the Toledo German Publishing Company, 632 Southard Avenue, with Henry C. Vortriede as editor.

The "Family Grocer," a monthly magazine devoted largely to domestic science, family affairs and the interests of the retail grocery trade, was started in 1911 and is edited by August Weinandy.

A monthly publication called "The Gleaner" is issued by the students of St. John's University, and in 1918 the students of Toledo University commenced the publication of the "Teaser." These periodicals are devoted to the interests of their respective institutions and give news of interest to the student body.

"Grocer and Butcher," a semi-monthly magazine calculated to promote the interests of grocers and meat dealers, was established in 1903. It is the organ of the Toledo Retail Grocers and Butchers Association and is edited by Nellie M. Ames, 207 Chamber of Commerce building.

The "Headlight," the official organ of the Toledo Automobile Club, is published monthly at 138 St. Clair Street. It is a neat magazine, devoted to the automobile interests, an advocate of good roads, etc., and is ably edited by John L. Corey.

"Kuryer Katoliki" (Catholic Courier), a Polish religious weekly, was started as a small sheet in 1900 and has gradually grown in both size and importance. It is published every Thursday at 1152 Nebraska Avenue and is edited by Adam Solarczyk. Next door to this office is published the "Nasze Zycle," a monthly devoted to the interests of the Polish Baptist Church in America.

"The Northwestern Miller" is published in the interest of the flour trade. William H. Wiggin, Jr., is the manager of the publishing company, the office of which is at 543 Ohio building.

The "Toledo City Journal" is issued weekly by the Commission of Publicity and Efficiency of the city government and is edited by C. A. Crosser, secretary of the commission. It publishes the proceedings of the city council and other items of interest to the citizens of the city.

The "Toledo Israelite," a Jewish Weekly, was established in 1915. It is published every Thursday by the Israelite Publishing Company, with Aaron J. Gould, manager; Joseph L. Cummins and Elsie E. Gould, editors.

The "Toledo Legal News" is the successor of the "Toledo Daily Reporter," which was started in 1892 by George M. Luttrell. The next year Mr. Luttrell began publishing the "Legal Bulletin," the name of which was later changed to the "Toledo Bulletin." In 1903 the "Reporter" and the "Bulletin" were consolidated as the "Legal News," which is issued daily by the Toledo Legal Printing Company, 436-442 Huron Street; John L. Corey, president; H. J. Chittenden, secretary and treasurer.

The "Toledo Record" (Catholic) is published every Friday at 306 Nasby building by the Record Publishing Company, and is edited by James Nolan.

The "Union Leader," the organ of the Toledo Central Labor Union, was established in 1907. It is published every Saturday at 1103 Cherry Street by the Union Publishing Company, August Smith, business manager; Joseph P. Keating, editor.

The "West End Herald," an independent weekly devoted to the social and business welfare of West Toledo, was started in 1916. It is published every Friday by the Herald Publishing Company, 1328 Detroit Avenue, and is edited by Perry Wilson.

The "Toledo Clubwoman," a monthly edited by E. E. Gould, and the "Toledo Oddfellow," published monthly by the Goodrich Printing Company, need no comment, as their names indicate the field each covers. The American Legion also publishes a paper in the interest of those who served in the World war.

DEFUNCT NEWSPAPERS

There is scarcely a town of any size in the United States, in which there has not been at some time a citizen filled with an ambition to start a newspaper. Many such have commenced the publication of newspapers to further some special interest, advocate some pet theory, or advance the political aspirations of an individual. Papers of this class have usually been short-lived. Toledo has had its quota of such, and it would be unprofitable to attempt a history of each, because the public generally has lost interest in them, if the editors have not been entirely forgotten. But there were a few that deserve notice.

On September 14, 1841, Charles I. Scott issued the first number of the "Toledo Register," which was the first Democratic newspaper in Lucas County, the first paper having been neutral in politics and the Blade a Whig organ. In 1843 Mr. Scott sold the outfit to Garrett D. Palmer, who changed the name of the paper to the "Toledo Herald." In May, 1844, it was suspended. In the last issue the editor stated that the suspension was due to "the general apathy of the Democrats of the district. . . . The present number, then, will be the last, until an entirely different state of feeling exists among the Democracy of the county and this district." The paper was never revived.

A newspaper called the "Toledo Times" was started in the latter part of 1856. In the spring of 1857 the name of Norman T. Nash appeared at the head of the editorial columns and it is believed that he was the founder, though the first numbers have all disappeared. H. T. Smith acquired an interest in 1858, when the name was changed to the "Herald and Times." The paper suspended shortly afterward. Another "Toledo Times" was started in 1865 by S. J. Meany, but only a few numbers were issued. A third paper bearing this name was established in 1870 by A. C. Tucker. It lasted but a few months. In 1875 Sumner, Folsom & Company began the publication of a semi-monthly called the "Toledo Times." It was changed to a monthly in 1877 and the following year it passed into the hands of C. H. Coy, who published it as a weekly until 1880, when it was suspended.

E. A. Higgins started the "Democratic Record" in 1865. He was succeeded after a short time by William S. Glessner, who, to use the printer's vernacular, "attempted to publish a six-point paper in a twelve-point town." The result was he was forced to suspend in 1867. Not long after the suspension of Glessner's paper, Thomas P. Ackers, H. A. Hoyt and R. D. Dunn launched the "Toledo Democrat." In 1870 the plant was purchased by Powell & Bebout and about a year later the Toledo Democrat Company was incorporated by the proprietors. The Toledo Newspaper Company took over the property of 1873 and changed the name to the "Democrat and Herald." Dodd & Bebout purchased the paper in 1874 and changed the name to the "Northern Ohio Democrat." Gen. James B. Steedman became the president of the Northern Ohio Democrat Company in 1880 and continued in that position until his death. The Ohio Printing Company then took charge and conducted the paper until 1886, when the paper suspended. It was soon succeeded by another Democratic paper called the "Herald and Times," published by R. Selner & Company. This paper passed out of existence in 1889.

P. H. Bateson began the publication of a weekly paper called the "Toledo Journal" in 1868. John J. Manor soon afterward became associated with him and the firm of Bateson & Manor continued to publish the paper three times a week until

1871. H. S. Chapin then acquired an interest and the paper was changed to the "Sunday Journal." A Woman's Rights Department was started in 1870 and in 1874 Mrs. Sarah R. L. Williams took charge of this feature. In November, 1875, the plant was purchased by Isaac R. Sherwood and George S. Canfield and the department was suspended. Several changes in ownership and management occurred during the next ten years. In 1892 the Journal Company was incorporated and in 1900 the name was changed to the "Sunday Morning Courier-Journal," owing to the consolidation of the paper with the "Courier," which was also a Sunday paper. This paper was afterward merged with the Sunday edition of the "Toledo Times."

A number of German newspapers have appeared in the field at different times. Among them may be mentioned the "Demokrat," established in 1859 by Charles H. Buelow, and suspended in 1863; the "Volksfreund," established in 1878 by C. G. Busch, suspended in 1896; the "Freie Presse," established by Emil V. Schleinitz in 1887 and published for three years before it gave up the ghost. All these were weekly papers and the "Freie Presse" published a daily edition for some time before the suspension.

A list including all the newspapers and periodicals that have been published in Toledo would run into the hundreds. Among these (leaving off the quotation marks for convenience) were: The Corn City Compliments, the Critic, the Crystal Fountain, the Toledo Review, Locke's Monthly, Railway Bulletin, Railway Guide, the Argus, the Social Mirror, Tri-State Farm News, Scientific Monthly Magazine—changed to the International Journal, the True Nationalist—a Greenback paper, Farm and Fireside, Ohio Good Templar, East Toledo Gazette, Sunday Republican, Medical and Surgical Reporter, the Toledo Eagle, the Labor Record, the World, the East Toledo Enterprise, the Advocate and Reporter, the Dorr Street Press, the Labor Search Light and a host of others. Most of these papers lived but a short time. A few managed to exist for several years and some were absorbed by other publications.

TOLEDO PRESS CLUB

Along in the summer of 1880 some of the representatives of the Toledo newspapers, in informal discussions, came to the conclusion that, as other cities had their press clubs, why not Toledo? Accordingly a meeting was called in November to consider the advisability of organizing such a club. A committee was appointed to form a constitution and by-laws and at another meeting a little later the following officers were elected: Flavius J. Oblinger, president; William R. Leflet, vice president; James W. Erwin, secretary; Fred W. Baker, treasurer. In the selection of men for these offices, they were impartially chosen from among the writers on the different newspapers.

For several years the meetings of the club were held in the office of the "Evening Bee." During the ten years from 1887 to 1897 the club moved its domicile at least four times. It then met in rooms on Summit Street for awhile and after two or three other changes of location, pleasant and commodious quarters were secured in the Smith & Baker building on the corner of Adams and Superior streets. Among those who have held the office of president, probably the most prominent were: Flavius J. Oblinger, Charles Reed, William R. Leflet, William Beatty,

Negley D. Cochran, Robinson Locke, Samuel S. Knabenshue, Michael P. Murphy, A. G. Anderson, E. R. Kelsey and W. F. Hedrick.

RURAL NEWSPAPERS

The first newspaper in Lucas County outside of Toledo, was the "Manhattan Advertiser," which was started by Benjamin F. Smead in July, 1836. Manhattan is now within the limits of the City of Toledo, but in 1836 it was one of several rival towns competing for the terminus of the canal. Mr. Smead was a practical printer and was engaged by the proprietors of the Town of Manhattan to publish a newspaper to advertise the advantages of the town to prospective investors. When the "Advertiser" was first issued the town was not a year old and the paper was started without adequate capital and virtually without a subscription list. Notwithstanding these drawbacks, through the efficiency of the editor, it soon assumed abroad the character and influence of a real newspaper. During the winter seasons Mr. Smead spent much of his time at Columbus, working at his trade as a compositor, applying his wages to keep the "Advertiser" going. The paper was suspended in the spring of 1840, but it was revived in July. After issuing one edition Mr. Smead died suddenly and the paper was edited for a time by the late Horace S. Knapp, author of a "History of the Maumee Valley." The growth of Toledo soon overshadowed Manhattan and the "Advertiser" passed into history.

Early in the year 1837 a few of the enterprising citizens of Maumee formed an association for the publication of a newspaper. Calvin Frary was employed as manager and on March 25, 1837, the first number of the "Maumee Express" came from the press. It was a neat, well printed sheet, 22 by 33 inches in size, and was edited by Henry Reed, Jr. After six weekly editions were issued Mr. Frary was succeeded by J. H. Brown, who had formerly been connected with a newspaper at Tiffin. A little later the press and materials became the property of Henry Reed, Jr., Hezekiah L. and Stephen T. Hosmer, the last named having charge of the mechanical branch of the work. This newspaper, under different owners and editors, continued for more than half a century.

After the "Express" came the "Maumee River Times," which was published by H. T. Smith at both Maumee and Perrysburg. In 1855 the office of this paper, or at least the press, type, etc., was removed to Toledo, leaving the "Express" master of the field. P. C. Holt & Company began the publication of the "Maumee New Era" in 1872. J. E. Wilcox purchased the paper and conducted it until 1881, when he sold out to F. D. Crane. Under his management the name was changed to the "Advance-Era." Early in the present century Herbert S. Dixon became the editor and continued in charge of the paper for several years. According to Ayer's "Newspaper Annual for 1922," the editor and publisher at the beginning of that year was H. M. Pomeroy. The "Advance-Era" has always been independent in politics and a good purveyor of local news.

The Sylvania "Sentinel" unfurled its banner to the breeze in 1908, as a local weekly independent newspaper. A year or two later the Sentinel Publishing Company was organized and assumed control of both the newspaper and the job printing plant. The "Sentinel" is published every Thursday and at the beginning of 1922 was ably edited by J. J. A. Parker.

The only other rural newspaper in Lucas County is the "Waterville Chronicle,"

which was established in 1914. It is independent in politics, devoted chiefly to local interests, and has a satisfactory circulation among the farmers in the southeastern part of Lucas County and a considerable portion of Wood County, just across the Maumee River. It is published every Thursday by the Crown Publishing Company, with Henry Scherer as editor.

DAVID ROSS LOCKE

For the benefit and instruction of a younger generation it might be necessary to explain what all well informed people of thirty or fifty years have tested as a current coin of knowledge. David Ross Locke was the Ohio journalist who, under the literary name of "Petroleum V. Nasby," was a mighty factor in molding opinion and creating history during the period of the Civil war. Abraham Lincoln in the White House read and chuckled over the humor and appreciated the fine philosophy of the Nasby letters. The Nasby letters were among the current documents of the Civil war time that stirred people to right thinking and decisive action. While it could hardly be claimed that their influence was as great as "Uncle Tom's Cabin" and one or two other vital human documents of that period, any collection of writings which did most to influence and excite to action the people of the North from 1850 until the close of the Civil war would include the writings of Petroleum V. Nasby.

As Petroleum V. Nasby, Mr. Locke was known to the world at large. A much smaller circle of those who knew him personally and not as a literary character identified him with a Northwest Ohio editor, and one institution which stands as the permanent memorial of his career is the Toledo Blade. David Ross Locke was a great editor, writer and publicist, and Toledo probably esteems him greatest among all of its former citizens.

Mr. Locke's character was one of strongly marked individuality, and as an intimate friend said of him, he was a child of the people, he had eaten the bread of poverty, and in his eleventh year he started out without fortune beyond that of his own talent, to battle with the world and carve out a career. When opportunity came he was ready to seize it. He had talent and courage and an unusually effective manner of using his mental endowments. Having been acquainted with poverty in his youth, it is said that he never forgot his early struggles, and a few days before his death he said to a friend that he "always believed in giving every man a chance." Perhaps the most dominating characteristic was his thorough sincerity. He had no sympathy with men not actuated by sincere motives. He was a hard worker and a practical believer in the adage that "there is no excellence without labor." He worked hard himself, demanded the utmost of others, though this did not interfere with the exercise of an active sympathy and a tendency to credit each man as he deserved. He had many of the rugged characteristics and the simplicity of the man whom he afterward came to admire and praise so unstintingly, the great Illinois rail-splitter and President.

David Doss Locke was born at Vestal, Broome County, New York, September 20, 1833. His father Nathanial Reed Locke, died in Lucas County, Ohio, when nearly a century old, having outlived his son. He was a soldier in the War of 1812. He became an abolitionist before that organization existed, and when the doctrines had a strange and far-away sound to American people. He was always

ready to maintain his beliefs and advocate them boldly. Thus from him the late David R. Locke acquired a strong feeling for liberty and a determined opposition to everything that was not true republicanism. Both the father and son possessed in equal amount a decision of character that made them invincible in any undertaking, no matter what the difficulties might be.

When David Ross Locke was ten years of age he left home and was regularly apprenticed to the publisher of the Courtland Democrat for a period of seven years. In the office of that paper, though busied with innumerable details that might have seemed petty, he was led by an unconquerable ambition to higher things, and he learned the printing trade as he did everything else, with a thoroughness that made him a master. He attended school only a few years. In a printing shop he found his great university. He had an acquaintance and knowledge of books and literature such as very few men of his time possessed. Those who were not familiar with the struggles of his early life imagined him to be university trained. Others who were more familiar with his early experiences could never understand what had given him his extensive acquaintance with men and books. After finishing his apprenticeship he became a real journeyman in the actual sense of that term and passed several years as a journeyman printer, wandering about the country, first working in one office and then another. In that time he visited nearly every large city in America, earning his living by his trade as printer or reporter, and with little desire to make money beyond the bare necessities and expenses.

Early in life he showed great powers of observation. In these years of wandering he spent some time in the southern states, and what he saw there of industrial and economic and social conditions confirmed the strong anti-slavery sentiment which he had acquired from his father. He came to hate, with a hatred bred of experience and close knowledge, everything connected with the institution of slavery. At Pittsburgh, Pennsylvania, he became reporter and then assistant editor on the Pittsburgh Chronicle. This was about his last experience as a journeyman printer.

He soon afterward joined his fortunes with a friend, James G. Robinson, and the two went to Plymouth, Ohio, and started the Advertiser. The Plymouth Advertiser is still in existence, and is a paper that takes great pride in having been founded by the renowned Petroleum V. Nasby. The Advertiser was started in 1852. For two years these young men, rich in nothing but their brains and capacity for hard work, and starting with only $42.00 in capital, labored night and day at an enterprise that seemed almost as hopeless as anything that could be undertaken. They bought a secondhand outfit, they edited the paper, they set the type, they did the press work, and, in fact, they performed all the menial details of a small country newspaper. They were earnest, hard working sober young men, who gained and kept the confidence of the public and won a deserved success. When they sold out at the end of two years they had $1,000 to be divided between them. That seemed like a large amount of money in those days, and besides this comparative wealth they had also acquired good business credit and many friends. It was during those months of hard work in Plymouth that David Locke met and married Miss Martha Bodine, the faithful wife of his youth, the mother of his three sons and the devoted companion and comforter of his later days. In 1856 Mr. Locke started the Journal in Bucyrus, Ohio. It was in Bucyrus that he began winning the reputation which later on placed him among the chief literary men of the Civil war epoch of American

D R Locke

("Petroleum V. Nasby.")

history. He wrote a series of stories, one for each week, for six years. Some of these stories had weird and pathetic features, others were tragic and startling, but all were illustrative of certain social phases. The scenes were laid in Bucyrus, and the surrounding country. They contained realistic descriptions of scenery and names were given unflinchingly. Though the incidents related were illogical and improbable, there was just enough truth at the bottom of each story to excite not only interest but a great deal of criticism and feeling. But the interest in these stories was not confined to local readers. They had such a strength, due to their realism, and were so full of incident and adventure that they were widely copied, and were republished in some of the leading newspapers of the day and even carried across the ocean into English papers and occasionally were translated into French and German. One of the more popular of these tales had its scene in a Pennsylvania mining town. It was so similar in incident and character to Tennyson's "Enoch Arden," which appeared some years later, as to afford scarcely a doubt that the Locke story was the real basis for the great poet's much admired work.

In the meantime Mr. Locke was successively and successfully identified with several other Ohio newspapers, including the Mansfield Herald and the Bellefontaine Republican. During the first year of the Civil war he was editor and proprietor of a weekly paper called the Jeffersonian, published at Findlay, Ohio. His labors there were a repetition of those upon the Advertiser at Plymouth. "If there is any grade of poverty," he once said, "from which there is no further defense, editing a paper in a sparsely settled country is that grade. I was on that grade, and well on to the further end of it, too, when running the Jeffersonian in Findlay. I set my own type, carried my paper from the stage office on my shoulder, worked off the issue on a rusty old hand press and wrote or scissored out of exchanges everything the sheet contained."

As to how the Nasby letters came to be written, Mr. Locke told in after years the story in substance as follows: About the time the war broke out he heard of a paper being circulated for signatures petitioning the Legislature to prohibit negroes from coming into the state and asking for legislation to remove all the colored population the state then contained. This petition was being circulated in Findlay by a shiftless, worthless fellow named Levi Flenner. The few negroes then in Findlay were hard working, law abiding men, and to remove them and leave Levi there was an inconsistency that was startling but strangely enough was not apparent to a great many who signed the petition. One night, in a drug store, where people were gathered as is the custom in country towns, Mr. Locke met Levi, who had the paper in his pocket. He read the petition aloud with comments, and as he read he interpolated. Then and there he was inspired by the paradox of the situation, and made up his mind to write the Nasby letters. That week, under the signature of "Rev. Petroleum Vesuvius Nasby," a letter purporting to come from an ignorant and penniless Kentucky democrat who was devoted to free whisky and the perpetuation of slavery and who desired to be postmaster, was published as the first Nasby letter. Thus commenced the most remarkable series of satires upon public men and measures that were ever written. It was the development of this character which brought about the long series of Nasby letters, and these in turn gave distinction and peculiar vitality to the Toledo Blade, of which Mr. Locke soon became editor.

At the close of the war George S. Boutwell said in a speech at Cooper Union, that the crushing of the Rebellion could be credited to three forces, "the army, the

navy and the Nasby letters." Before these letters had reached their highest degree of popularity Mr. Locke raised a full company of recruits in Findlay to go to the front, and he sent to Columbus for a commission as captain. This was emphatically refused by the governor upon the ground that the would-be soldier could do more at home fighting with his pen through his paper than upon the field of battle. Thus he never became a soldier in the ranks, though perhaps no brigadier general in the army accomplished so much in behalf of the integrity of the Union as this quiet Ohio editor. Later he sent a substitute into the army, a matter to which he often facetiously alluded without mentioning the circumstance just related of the official command that he remain at home.

The popularity of the Nasby letters created a demand for the appearance of their author upon the lecture platform. He lectured in all the principal cities of the North, and though not a master of oratory, as he often declared, he never failed to draw a crowded house and to evoke a prolonged applause. In Philadelphia, when he came before the assembled thousands, he was accompanied and introduced by Anna Dickinson, then a young girl who was electrifying audiences everywhere by her wonderful eloquence. The appearance of the two together called forth the wildest enthusiasm, and it was some time before quiet could be restored to allow the lecturer to proceed.

One of the striking phases of Mr. Locke's character was his determination not to accept any public office. Few men finding themselves in a position to command so much would have refused what the world in general would regard as brilliant opportunities. As author of the Nasby letters he was in a position to ask for some of the most conspicuous public places. President Lincoln offered to appoint Mr. Locke to office, and later President Grant urged him to accept a foreign mission, either to St. Petersburg or Berlin, but both offers were declined. Mr. Locke had not the slightest desire for public office of any kind, and he was not to be swerved from his determination by any consideration, whatever its source.

His greatest ambition was to build up a family newspaper that should circulate in every state from Maine to Georgia and from the Atlantic to the Pacific. In October, 1865, Mr. Locke removed to Toledo and took editorial charge of the Blade, which was then a fairly prosperous daily, the property of A. D. Pelton. The weekly as it is now had no existence then, though there was a weekly issue more for the publishing of the county advertisements than anything else, and with a circulation of about 1,000. On this basis Mr. Locke began the work of establishing a paper which should have a national circulation. He labored with all his might first as a salaried editor and then as part, and finally as sole proprietor. During the first few years he did a great amount of editorial writing, equal to what two ordinary persons might accomplish, though in later years his part in the Weekly Blade was of a different character, but none the less vitally connected with its prosperity. In 1871 Mr. Locke removed to New York city and became managing editor of the Evening Mail, though still maintaining his connection with the Blade. Several years afterward he returned to Ohio. It was in the Weekly Blade that Mr. Locke saw the dreams of his early manhood and his highest ambitions fulfilled. Of the power that the Weekly Blade has exercised on public opinion throughout America it is not necessary to speak. Gradually Mr. Locke withdrew from all save a general supervision over the Weekly Blade, and during the last five years of his life he wrote nothing for its columns save occasionally a Nasby letter and a few temperance

articles over his own signature. Continued overwork had made such inroads into his fine constitution that he found it necessary to take life somewhat leisurely. His time in his later years was spent principally in promoting large business interests and in advancing the welfare of the city which was his home and with which his name and fortunes are most closely identified.

While much of his life was devoted to practical affairs which have their chief significance in the immediate undertaking and in the time for which they were planned, Mr. Locke never gave up his work as a writer and he won for himself an enduring place in American literature because of the vital influence his writings had over a critical period of American history, and some of his things will be read and appreciated by coming generations. He wrote several successful plays, a number of books and pamphlets and many poems. A list of his more important publications are: "Divers Views, Opinions and Prophecies of Yours Truly" (Cincinnati, 1865); "Swingin' Round the Cirkle" (Boston, 1866); "Ekkoes from Kentucky" (1867); "The Moral History of America's Life Struggle" (1872); "The Struggles of P. V. Nasby" (1873); "The Morals of Abou ben Adhem," or "Eastern Fruit in Western Dishes" (1875); "A Western Land Circulation" (1878); "Hannah Jane," a poem, and "Nasby in Exile" (1882). It was in the spring of 1881 that Mr. Locke went to Europe, accompanied by his son Robinson, and the two traveled almost two years through Great Britain and Ireland, France and Germany, Switzerland and Belgium, returning home only once during the time. Mr. Locke recorded his impressions of these countries in a series of letters to the Blade under the title "Nasby in Exile." He made no attempt to describe scenery or buildings and works of art, for he said that this had been done before, but he was deeply interested in the men and women of the different countries, in their mode of living, their industries, their customs and habits, and he tried faithfully to put on paper what he saw. These letters were afterward collected and put in book form under the same title, and while the work was classed in the same category as to humor with "Innocents Abroad," it contained much information upon different topics of unquestionable value.

After his return from Europe Mr. Locke spent most of his time in Toledo. He built a beautiful home, in which he gathered together a large library and many fine works of art, and settled down there to enjoy himself with his family. His life in Toledo was interrupted only by an occasional journey to the east, and in home and its pleasures he found the ideal fruitage of a long life. He died at his home in the city of Toledo, February 15, 1888.

The following beautiful hymn was written by Mr. Locke on the train, when he was returning, ill, from a trip to Boston. After reaching Toledo he mailed it to the "Boston Traveller," which promptly sent him a check for $50.00. We reproduce it because of its beauty and because it is so absolutely different from his best known writings.

THOU SON OF DAVID HAVE MERCY ON ME

(Petroleum V. Nasby in the Boston Traveller)

"What wilt thou that I shall do unto thee? And he said, Lord, that I may receive my sight. And Jesus said unto him, receive thy sight; thy faith hath saved thee." St. Luke XVIII, 41, 42.

All blind I sit beside life's dusty way,
My heart scaled o'er with self-invited sin;
Oh, Jesus, help me! So I more than pray;
Tear off the world and let Thy lovelight in.

Not like the man who for his outward sight
Was bold the pitying Jesus to assail,
A sin-encrusted soul begs for the light;
Hear, blessed Jesus, my despairing wail!

Sweet Savior, give to me the living faith
Whose grasp alone Thy promises can hold,
The only shelter from offended wrath,
The pitying arms that can a sin enfold.

I care not—take from me my mortal sight,
Shut out from me the land, the skies, the sea,
But on my darkened soul, oh shed the light
That gives a nearer, closer view of Thee.

Oh, give to me the faith to trust that grace
Which, when 'tis trusted, fully saveth all;
No sinning world too large for its embrace,
No shrinking, fearful, sin-vexed soul too small

THE COURTHOUSE AT MAUMEE

Erected very largely by private subscription and used for county purposes from 1842 to 1852 when the county seat was again placed at Toledo. After it was abandoned as a courthouse this building was used for various purposes and allowed to fall into such disrepair that within the last three years it was torn down because it had become dangerous. Repeated efforts to preserve it as an historical landmark were unavailing. By special act of the Legislature, the county was permitted to reimburse in the sum of nearly ten thousand dollars the private contributors to the erection of this building. It was in this courthouse that the late Chief Justice Waite tried his early cases.

CHAPTER XXV

PUBLIC BUILDINGS

COURTHOUSE AT MAUMEE—FIRST COURTHOUSE IN TOLEDO—THE NEW COURTHOUSE —MEMORIAL HALL—CITY HALL—THE CIVIC CENTER—THE FEDERAL BUILDING—THE NEW POST OFFICE—MUSEUM OF ART—TOLEDO HOTELS.

When the first white settlers came into the lower Maumee Valley their greatest ambition was to establish homes for themselves and their families. They had little need for public buildings, and just as little public revenue with which to erect them. As population increased roads were demanded as a matter of convenience, streams were to be bridged, and schools were needed for the education of the coming generation. To satisfy these demands taxes were levied and it became necessary to provide some place for the transaction of public business.

THE COURTHOUSE

Lucas County was erected in June, 1835. About three o'clock on the morning of September 7, 1835, the first session of the Common Pleas Court was held in a one-story frame building on Erie Street, between Monroe and Washington streets. A history of this court is given in the chapter on the Boundary War. The building in which it was held was erected for school purposes, but it became the first courthouse of Lucas County, temporarily.

The first move on the part of the county commissioners toward the erection of a courthouse, was made on August 3, 1838, when the board adopted a resolution "to erect a courthouse on the courthouse square in Oliver's Addition to Toledo, as designated by the commissioners locating the county seat at Toledo, said building to be of the size and arrangements of the Ashtabula County courthouse." The record of that date also states that proprietors of the City of Toledo had bound themselves to contribute $20,000 for such a building, and William P. Daniels was appointed by the board to superintend the work.

The courthouse square mentioned in the resolution was on what is now Broadway, about eight hundred and fifty feet west of where the Oliver House was afterward built, near the point where Broadway runs into Ottawa Street. Some objection was offered to the location, which, with other reasons caused a delay in getting the work started. The foundation was finally put in, when the agitation for the removal of the county seat to Maumee caused a suspension of operations in February, 1839. In the meantime sessions of the courts were held in the schoolhouse on Erie Street, previously mentioned, until about the beginning of the year 1837, when better accommodations were procured in the Daniels & Goettell building, on the northwest corner of Monroe and Summit streets. In January, 1839, Rich-

ard Mott proposed to lease to the county a building on the northeast corner of Cherry and Summit streets for a courthouse. His offer was accepted and this building was used by the county until after the county seat was removed to Maumee.

On June 17, 1840, the commissioners having decided to remove the seat of justice to Maumee, the proposition of Thomas Clark (second), John E. Hunt and Horace Waite for the erection of a courthouse in that village was accepted and they executed a bond in the sum of $10,000 for faithful performance of the contract. The building erected by them was a two-story brick with a porch at one end, the pediment being supported by four large Doric columns of wood. On the first floor a hall ran the full length of the building and on either side of this hall were the county offices. The second floor was occupied by the court and jury rooms, etc. According to the record of October 8, 1841, the courthouse was accepted by the commissioners, who then appropriated $8,735 toward its cost, though for some reason the bond of Messrs. Clark, Hunt and Waite was not canceled until July 2, 1844. This building remained in use as the courthouse until the county seat was taken back to Toledo in 1852, an account of which is given in another chapter. In June, 1858, the commissioners ordered the old courthouse to be sold and it was purchased by the municipal authorities of Maumee for $360. As it had been erected principally by contributions made by the residents of Maumee and the immediate vicinity, after the county seat was removed to Toledo, these contributors asked for the return of their money, claiming that it had been paid on condition that Maumee would remain the seat of justice. Acting under legal advice, including that of the attorney-general of the State of Ohio, the commissioners of Lucas County decided to comply with their request and the following sums were returned:

J. H. Bronson	$ 100.00
Thomas Clark (second)	552.58
Dr. Horatio Conant	132.00
James W. Converse	50.00
D. F. Cook	201.00
A. H. Ewing's estate	2,000.00
James H. Forsyth	40.00
Robert A. Forsyth	500.00
John Hale	50.00
Isaac Hull	250.00
C. P. Hunt	100.00
John E. Hunt	3,000.00
George B. Knaggs	100.00
George Richardson	100.00
William St. Clair	100.00
Samuel Wagner	25.00
Horace Waite	250.00
Dr. Oscar White	100.00
James Wolcott	100.00
Andrew Young	100.00
Young & Waite	259.41
Total	$8,109.99

THE SECOND COURTHOUSE OF LUCAS COUNTY

With the jail in the rear, taken in the winter of 1894. It stood at the corner of Adams and Erie streets. The new courthouse in process of erection is shown in the background.

FIRST COURTHOUSE IN TOLEDO

During the twelve years the county seat was at Maumee, the foundation for a courthouse at Toledo "went to ruin." Immediately after the election in October, 1852, the county offices were removed to the "Duell Block," on Summit Street, between Cherry and Walnut. In fact, while the question of removal was pending and before the election, the City of Toledo made arrangements with the owner, Silas J. Duell, for the use of the building, which contained a large hall, suitable for a courtroom, and eight other rooms, which could be used for county offices. For the quarters thus provided the city agreed to pay $700 per annum, contingent upon the location of the county seat at Toledo. This action on the part of the city authorities, in providing a place for the transaction of the county business, no doubt had the effect of influencing some of the electors to vote for removal. The old Duell block has long since disappeared.

As another inducement to secure the removal of the county seat to Toledo, a bond in the sum of $20,000 was executed to insure the provision of adequate courthouse and jail accommodations. This bond was signed by the city authorities and the following citizens: Edson Allen, William Baker, Ezra Bliss, Ira L. Clark, Sanford L. Collins, Simeon Fitch, Jr., John P. Freeman, Charles W. Hill, H. L. Hosmer, T. H. Hough, Matthew Johnson, Valentine H. Ketcham, Charles A. King, Solomon Linsley, Daniel McBain, H. D. Mason, Daniel O. Morton, James Myers, John U. Pease, George W. Scott, Daniel Segur, L. T. Thayer, Valentine Wall, H. D. Warren, Thomas Watkins, Jr., J. H. Whitaker and James White.

Late in the year 1852 the county commissioners—William F. Dewey, Alfred J. Eldredge and Peter C. Lewis—accepted plans for a courthouse, to be located on the square bounded by Adams, Erie, Jackson and Michigan streets. The site selected was on the bank of the abandoned canal, near the intersection of Adams and Erie streets, the remainder of the square being beautified as a park. The building was a three-story brick, almost square, with four gables and a dome in the center. At the main entrance on Adams Street the structure was dignified by a row of columns. It was completed in the latter part of 1853 and served Lucas County for more than forty years. In the rear of the courthouse was the jail, constructed at the same time. (For a history of the county jail see the chapter on Penal and Charitable Institutions.)

THE NEW COURTHOUSE

When the first courthouse in Toledo was completed in 1853, the population of the county was about fourteen thousand. The United States census of 1880 showed 67,377 inhabitants—an increase of almost 500 per cent. Soon after this census was taken the subject of a new courthouse came before the county commissioners and the public for consideration. The question was discussed pro and con until 1886, when the Legislature granted the commissioners of Lucas County authority to expend $500,000 for a new building. Plans for the proposed courthouse were prepared by direction of the board, but a determined opposition developed and through the interposition of the courts further proceedings were blocked.

Then the Manufacturers' Association took a hand in the matter, by appointing a committee to awaken public sentiment in favor of the project. That committee was

composed of L. S. Baumgardner, John Craig, J. H. Puck, F. D. Suydam and A. M. Woolson. These gentlemen visited and inspected the old courthouse, which they found entirely inadequate to the needs of the county. Largely through the influence of this committee, the question of a new courthouse was submitted to the voters at the general election in November, 1892, and the proposition carried by an overwhelming majority. Charles P. Griffin was at the same time elected to the Legislature on a platform favoring a new county building. Early in the ensuing session he introduced a special Lucas County bill authorizing the commissioners to issue bonds to the amount of $500,000 for such a purpose. The bill became a law and David L. Stine was employed as architect to prepare the plans.

Mr. Stine selected as his model the courthouse at Buffalo, New York, making such changes as were necessary to adapt it to Ohio laws and customs. The plans were approved by the board of commissioners, consisting of Warren W. Cooke, John L. Pray and Jacob Engelhardt, and the contract was awarded to Dun, Perley & Company. Through the influence of the Manufacturers' Association committee, W. S. Brainerd was appointed chairman of the building committee. The corner-stone was laid on September 3, 1893, with appropriate ceremonies, including a historical address by Judge Emery D. Potter, then eighty-nine years of age. On January 1, 1897, the new courthouse was thrown open to the public and it has been estimated that forty thousand people passed through the building on that occasion, the dedicatory exercises being informal and mainly in the character of a public reception. Architectural experts have declared that the Lucas County courthouse can hardly be surpassed for beauty and utility, a fact of which the citizens are justly proud. But they are more proud of the fact that the structure was completed within the original appropriation, without any additional expenditure for extras, without any whisper of "graft," and that it stands as a monument to the civic honesty of the officials and building committee which had charge of its construction.

Where the courthouse stands was formerly a marsh, through which ran the bed of the old canal. But the marsh and the canal have been filled, trees have been planted, etc., so that no trace of the once unsightly "frog pond" is visable. The building stands well over toward the Jackson Street side of the square, with a park between it and Adams Street. This park has been further adorned by the McKinley monument, erected by the people of Toledo with contributions of a dime.

MEMORIAL HALL

On the corner of Adams and Ontario streets, facing the courthouse square, stands the Memorial Hall, the history of which is as follows: Gov. Charles Anderson approved an act of the Ohio Legislature on March 3, 1865, authorizing the incorporation of Soldiers' Memorial Associations, for the erection of monuments, memorial buildings, etc., commemorating the services of the soldiers and sailors who fought in the Civil war on the side of the Union. Under the provisions of this act the Toledo Soldiers' Memorial Association was organized on July 23, 1879. On August 16, 1879, a board of fourteen trustees was elected. Of this board Mayor Jacob Romeis, S. F. Forbes, Frank J. King, John R. Osborn and W. T. Walker represented the City of Toledo; C. W. Everett, H. G. Neubert, E. H. Norton and Charles L. Young represented Forsyth Post, Grand Army of the Republic; and the Ladies' Aid Society was represented by Mrs. S. H. Bergen, Mrs. E. R.

COURTHOUSE AND McKINLEY MONUMENT

Collins, Mrs. D. R. Locke, Mrs. Kate B. Sherwood and Mrs. Milton Taylor. Mr. Osborn was elected president; Mr. Walker and Mrs. Sherwood, vice presidents; and Dr. W. W. Jones was selected as treasurer.

The association started with a fund of $49.60, which was contributed by Forsyth Post. At the close of the war the Third Ward reported a balance of $1,500 on hand. This sum was invested in municipal bonds of the City of Jackson, Michigan, and in 1879 amounted, with the accrued interest, to $2,736.55, which was added to the building fund. On June 7, 1880, the city council passed an ordinance donating the property between Adams Street and Madison Avenue and Ontario Street and Maiden Lane (the old canal bed) to the association as a site for the memorial building. Other contributions from various sources to the building fund came in gradually and by January 1, 1883, the trustees had on hand $20,000. At the annual meeting on February 26, 1883, it was decided "to erect such a memorial building as shall not only do honor to our fallen comrades, but be of material benefit to the city."

Plans calling for a building to cost $60,000 were prepared and on July 4, 1883, the corner-stone was laid by C. C. Kiefer, grand master of the Masonic Grand Lodge of Ohio. The box deposited under the stone contained a list of national, state and municipal officials, a list of Lucas County soldiers who died during the war, rosters of the Grand Army posts and women's auxiliaries, copies of the Toledo newspapers of current issue, historical sketch of the memorial association, specimens of United States fractional currency issued during the war, etc. Gen. William H. Gibson delivered the oration and the ceremonies closed with a sham battle in a heavy rain storm.

When the annual meeting was held in January, 1884, the prospect for the completion of the building was by no means assuring. It was proposed to turn the building over to the city and at a meeting on April 14, 1884, a resolution to that effect was adopted by the directors. By an ordinance passed on the 14th of June following the city council accepted the transfer of the property, on a ninety-nine year lease, and provided for the completion of the Memorial Hall by an issue of $30,000 of city bonds. At the same time Robert Cummings, George Scheets, W. W. Jones, John S. Kountz, T. B. Terry and L. F. Lytle were named as trustees, with the mayor as ex-officio president. These trustees completed the building, the total cost of which was $65,000, and it was formally dedicated on February 22, 1886. After prayer by Rev. H. M. Bacon, John R. Osborn delivered an address, L. F. Lytle read a historical sketch of the building, D. R. Austin delivered an address upon the Lucas County soldiers in the war, and Mayor Samuel F. Forbes dedicated the building in the following words:

"On behalf of the citizens of Toledo, I hereby dedicate this building to the honor of the soldiers and sailors of Lucas County in the late war, and in memory of those who gave up their lives in the maintenance of our country, and to be the home of the military of our city forever. And may the God of battles smile auspiciously upon this memento of patriotism and loyalty."

The building contains a large hall for public meetings, a room for post meetings of the Grand Army of the Republic, parlors for the Women's Relief Corps and other auxiliaries of the Grand Army, and a museum for the preservation of war relics and documents, particularly those relating to the Lucas County volunteers.

CITY HALL

Strictly speaking, Toledo has no city hall, but it may be of interest to the reader to learn something of the efforts that have been made at various times to obtain a municipal building. As early as April 21, 1841, a committee was appointed by the council "to report a plan for and an estimate of the cost of a city hall." If that committee ever made a report it cannot now be found. Nothing further was done for about five years. In the fall of 1846, while Richard Mott was mayor of the city, the subject again came before the council. Councilmen John P. Freeman and Daniel Segur and City Engineer Robert Jeffrey were appointed a committee to consider plans for a city building, etc. Early in 1847 the committee reported in favor of a city hall, but left the question of ways and means to the council.

That summer the city purchased a lot on the south side of Adams Street, between St. Clair and Summit streets, from Herman DeGraff, of Detroit, the consideration being $300. A change in the city administration, and possibly a lack of funds, delayed the erection of a building for three or four years. Then a two-story brick building was erected on the lot, with quarters for one of the fire companies on the ground floor and a council chamber above. This was Toledo's first and only city hall. At the close of the Civil war in 1865, the fire station still occupied the main floor, with the council chamber and city clerk's office up stairs. The mayor's office was then on Monroe Street, near St. Clair Street, where he also held the sessions of the police court. After a police judge was provided for, the mayor's office was in the Adams Street building until 1881.

By that time Toledo had grown to a city of more than fifty thousand inhabitants and the building on Adams Street was entirely too small for the municipal requirements. On February 4, 1881, the city leased rooms in the old Masonic Temple, on the corner of Adams and Superior streets, for $1,675 a year. A little later there was some talk of a joint city and county building, but the county officials opposed the project. In 1889 the Adams Street building was sold at auction by the city for $14,505, Frederic Borck being the purchaser. Most of the city offices remained in the Masonic Temple building until August 8, 1894, when the council approved a lease of a number of rooms in the new Valentine building at an annual rental of $6,400. Ten years later, at the expiration of the lease, the rent was increased to $16,000 a year, and in 1921 it was raised to $20,000.

THE CIVIC CENTER

In the meantime suggestions for a city hall were discussed by the press and the public. About 1904 E. O. Fallis, the architect who had planned many of Toledo's business structures, prepared designs for a civic center, just across Jackson Street from the courthouse square, upon which should be erected a city hall, police headquarters and other city buildings. The late Franklin Macomber also prepared plans for a similar project. After Mr. Macomber's death on December 10, 1908, S. P. Jermain called the attention of Mayor Brand Whitlock to the plans and in 1909 Mayor Whitlock appointed S. P. Jermain, Harry T. Batch, William H. Maher, George B. Rheinfrank and John Ulmer a commission to consider and report on the practicability of the plan. On March 28, 1910, the committee made a report recommending the purchase or condemnation of the property bounded by

TOLEDO POST OFFICE

Corner of 13th and Madison streets, built in 1910-11 at a cost of $1,000,000

Beech, Erie and Jackson streets and Spielbusch Avenue and the immediate erection of a city hall, to cost not less than $350,000. The report appraised the land in the proposed civic center at $325,000.

The report was approved by the council on April 18, 1910, and in November following a bond issue of $300,000 was authorized to purchase a city hall site. In the spring of 1912 another commission was authorized by the council and Mayor Whitlock appointed H. W. Ashley, J. F. Egan, S. P. Jermain, Edward D. Libbey and William H. Maher. This commission made its report on October 7, 1912. It approved everything that had been recommended by the former commission, except that it recommended the erection of a city hall to cost $750,000. Two weeks later the council authorized a bond issue of $750,000 to build the new city hall, but a large part of the proceeds was used to purchase the property. In 1913 Arnold Brunner, a New York architect, was employed to coöperate with the firm of Mills, Rhines, Bellman & Nordhoff in the preparation of plans. The plans were approved and there the matter rested for several years. In 1919 the civic center project was revived and a proposition to issue bonds to the amount of $3,000,000 was submitted to the voters at the primary election on August 8, 1922. It was defeated by a small majority, but there is no doubt that the people of Toledo, even those who voted against the bonds, realize the need of a permanent home for the municipal offices and a city hall is almost certain to come before many more years have passed.

THE FEDERAL BUILDING

As stated in a former chapter, the first post office in the immediate vicinity of Toledo was established at Tremainesville and bore the name of Port Lawrence. The Toledo post office, under that name, came into existence through the consolidation of the towns of Port Lawrence and Vistula in the latter part of 1833, with Stephen B. Comstock as postmaster. For some time the post office was located on the southeast side of Summit Street near Jackson. It was then moved across the street to a building next to White's Hall, on the lot where the Neuhausel Brothers' store was afterward built. A few years later it was removed to the Blade building near the corner of Summit and Madison Avenue. There it remained until the completion of the first Government Building, on the corner of Madison Avenue and St. Clair Street in 1853.

When that building was erected it was thought that it would be sufficient for the needs of Toledo for many years to come, but within a quarter of a century the growth of the city was such that larger quarters for handling the mails and transacting the Government business became absolutely necessary. In 1870 Congress authorized the holding of two terms of the United States District Court at Toledo annually. Eight years later the northern judicial district of Ohio was divided into the eastern and western divisions and Toledo was made the judicial center for the western division. Better facilities for holding court had to be provided and in 1882 the old post office building was torn down to make room for a larger building. While it was under construction the post office occupied rooms in the Masonic Temple on the corner of Adams and Superior streets at an annual rental of $2,850. The new building was completed in 1888 at a cost of $422,000, including the site. In it were provided much better facilities for handling the mails, a courtroom for the Federal District Court, the United States marshal's office, clerk's office, quarters for

the collector of customs, the internal revenue collector's office, etc. It was still used for these purposes in 1922.

THE NEW POST OFFICE

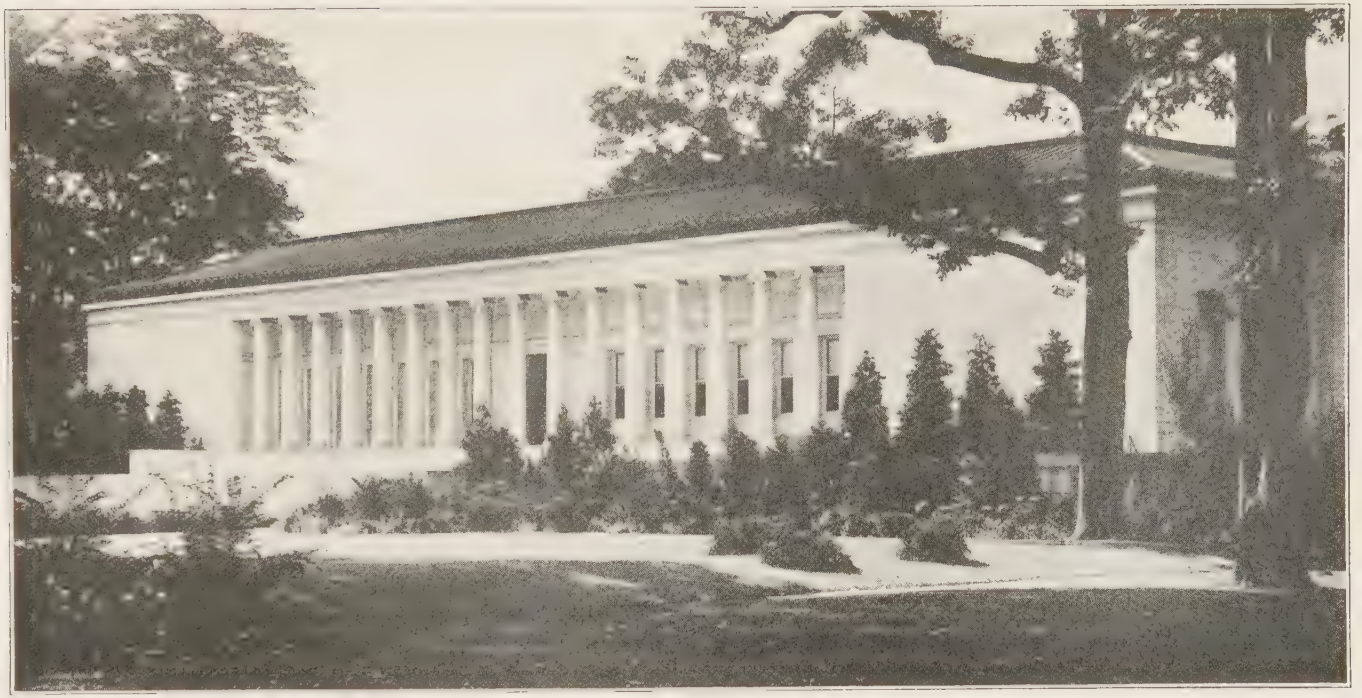
In 1909 the Government began the erection of a new post office building on the block bounded by Thirteenth and Fourteenth streets, Jefferson and Madison avenues, the demands for handling mails having outgrown the capacity of the building at St. Clair Street and Madison Avenue. The new structure was completed and occupied in December, 1911. All mails are delivered at the new post office, where letters and packages for the business district are arranged for distribution and sent to the old post office, from which they are delivered to the addressees. The cost of the new post office was approximately half a million dollars and it is equipped with all the necessary modern apparatus for rapid and efficient work.

The old post office is called the Central Station. In addition to the two main post office buildings there are eight branches, located at 502 Main Street, East Toledo; 3031 Monroe Street, Auburndale; 1621 Dorr Street, on the South Side; 2913 Lagrange Street; 1438 Broadway; 509 West Delaware Avenue; 502 Galena Street; and 1015 Sylvania Avenue, West Toledo. Altogether about four hundred people are employed by the Toledo post office, including ten rural carriers who deliver mail to the people in a large part of Lucas County.

Postmasters—Following is a list of the Toledo postmasters since the office was established in 1833, with the year in which each entered upon the duties of the position: Stephen B. Comstock, 1833; Emery D. Potter, 1836; Joseph B. Gardner, 1839; Andrew Palmer, 1841; Truman C. Everts, 1845; Hezekiah D. Mason, 1849; John E. Hunt, 1853; George Walbridge, 1861 (died a few weeks after he was appointed); Edward P. Bassett, 1861; Dennison Steele, 1865; Albert G. Clark, 1866 (not confirmed by the United States Senate); Alexander Reed, 1866; Ezekiel V. McMaken, 1870; Patrick H. Dowling, 1874; Charles H. Eddy, 1878; Patrick H. Dowling, 1882; George E. Lorenz, 1887; James M. Brown, 1891; C. Rudolph Brand, 1895; William H. Tucker, 1899; George F. Parrish, March, 1914; George W. Lathrop, July 1, 1920.

MUSEUM OF ART

About the beginning of the present century a group of public spirited men, after some discussion of the subject, decided to give Toledo an art museum, for the exhibition of paintings, statuary, etc. On April 18, 1901, the "Toledo Museum of Art" was incorporated by Edward D. Libbey, Edmund H. Osthaus, Robinson Locke, David L. Stine, Charles S. Ashley, Almon C. Whiting and Barton Smith. Others were soon interested in the project and in the fall of 1901 temporary quarters were obtained in a vacant store room on Madison Avenue and the museum was opened. A little later it was removed to the northeast corner of Madison Avenue and Thirteenth Street. The early days of the institution were days of struggle. When it was two years old the actual assets amounted to less than three hundred dollars. Then a systematic canvass for better support was commenced and it resulted in a number of subscriptions, ranging from $5 to $100 per year.



THE TOLEDO MUSEUM OF ART

In 1911 Edward D. Libbey and his wife donated a tract of ground 400 by 500 feet, located at Monroe Street and Scottwood Avenue, as a site for a building to be used as the art museum. Green & Wickes, architects of Buffalo, New York, were commissioned to make plans and in October, 1912, the Toledo Museum of Art was opened to the public. The cost of the building was $244,000. About four years later Mr. Libbey offered to give $400,000 toward an endowment fund, provided the people of the city would raise half that amount. They did a little better than the requirement and the museum has an endowment fund of $650,000. In addition to the income from this fund, there were over two thousand Toledo citizens who were contributors to the museum fund in 1922.

The Toledo Museum of Art was the first institution of its kind in the country to adopt the policy of art education for the masses, and it was also the first to introduce music study into its activities, to arrange for regular concerts, illustrated music hours for children, etc. A lecture course is conducted from October 1 to April 1 annually, many of the lectures being given by international authorities on various phases of art. Children are not considered a nuisance at the museum, the institution being open to the school children of the city on Saturdays, when instruction is given them in design, toymaking, etc., and the "Children's Story Hour" on Sunday afternoons is always well attended.

The officers and staff of the museum for 1922 were as follows: Edward Drummond Libbey, president; Arthur J. Secor, vice president; Charles A. Schmettau, secretary; Isaac E. Knisely, treasurer; George W. Stevens, director; Nina S. Stevens, assistant director; Blake-More Godwin, curator; Nell L. Jaffe, assistant curator; Elisabeth J. Merrill, supervisor of education.

Several private collections of paintings have been presented to the museum by public spirited citizens, perhaps the most notable of which is the Arthur J. Secor collection of thirty-five paintings, valued at $500,000. This collection was given to the museum by Mr. Secor early in the year 1922. During the year 1921 there were 140,000 people visited the museum, 77,000 of whom were children.

TOLEDO HOTELS

Although the hotel is not a public building in the sense that it built at the public expense, it is a house of public entertainment, hence it is deemed appropriate to include in this chapter brief mention of some of Toledo's early and most noted hostelries. Reference has already been made in another chapter to the accommodations offered to travelers by John T. Baldwin, in the old Port Lawrence warehouse, which was the first "hotel" in Toledo.

In the fall of 1832 John Fassett built a large house on the west side of Summit Street near Locust and opened a hotel. If this house was given a name that name is not now known. James Irvine Browne, publisher of the first newspaper in Toledo, boarded for a time with Mr. Fassett. In 1835 the building was enlarged and remodeled and was given the name of the Mansion House, which was kept by J. Baron Davis. This hotel was a sort of public headquarters during the Boundary War between Ohio and Michigan. The hotel was afterward known as the Franklin House.

The Eagle Tavern, a rather pretentious house of entertainment for its day, was opened by Ira C. Smith in the spring of 1834. It was located on the side

of Summit Street next to the river, between Elm and Lagrange streets, and is credited by some writers with being the first regular hotel in Toledo, though the Fassett hotel was opened fully eighteen months earlier. In the fall of 1837 J. H. Booth became the proprietor, Smith having built a large brick hotel at Vienna, Michigan, to which he gave his entire attention.

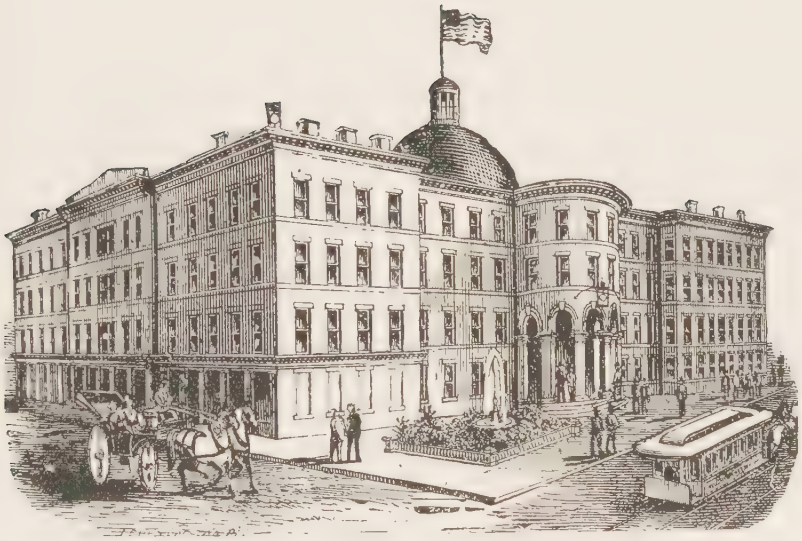
With the completion of the Erie & Kalamazoo Railroad in the fall of 1836, better hotel facilities were felt to be necessary in Toledo. The Toledo House, on the northeast corner of Perry and Summit streets was then opened by Blin & Coy, who conducted the house for about five or six years. In 1842, just before the completion of the Miami & Erie Canal, the house was enlarged by the addition of another story and a broad porch was built on the side next to the river. The name was then changed to the Indiana House, which was kept for several years by Robert N. Lawton.

Contemporary with the Toledo or Indiana House was the American Hotel, which was located on the northwest corner of Elm and Summit streets. It was opened in the fall of 1836 by James Brown, who conducted the house but a short time, when he was succeeded by Daniel Segur. In 1842 or 1843 John McKenster became the landlord and made a number of improvements, both in the house and furnishings. Lyman T. Thayer took charge in 1851 and conducted the hotel for about two years, when he leased it to Mahlon Kingman. He resumed the management in 1857 and continued in charge until the building was destroyed by fire in January, 1861. Before becoming the proprietor of this hotel, Mr. Thayer had fitted up a hotel known as Thayer's Exchange on the corner of St. Clair Street and Jefferson Avenue. It was opened in 1847 and soon became a popular hotel. When he took charge of the American the name of the Exchange was changed to the Collins House. It was burned in 1860.

Upon the completion of the Toledo, Norwalk & Cleveland (now the New York Central) Railroad in December, 1852, the company announced the intention of locating its depot on what was known as the "Middle Ground"—the point of land between Swan Creek and the Maumee River. Hotel accommodations in that part of the city were rather inferior. There was then but one hotel above Swan Creek. It was a small house called the Broadway Hotel, which was opened by A. F. Hull about 1850. Steps were accordingly taken by the railroad officials to erect a building which would at once answer for a hotel and terminal passenger station. The Island House, as the hotel was called, was opened in the early part of 1855, with Roswell P. Ainger—formerly of the Ainger House of Cleveland as manager. Mr. Ainger continued in charge until his death in 1864. It is safe to say that during this period the Island House was the most popular hotel in Toledo and was a favorite place for banquets and social functions of all kinds.

H. B. Sherman became manager of the hotel upon the death of Mr. Ainger. He was succeeded after a few years by the Terry brothers, who in turn were succeeded by James Gerrans about 1879 or 1880. Mr. Gerrans conducted the Island House until the railroad company removed the passenger terminal to the Union Depot in 1886. The hotel was then converted into freight offices, etc., and used as such until 1906. The building was then torn down and the New York Central freight house was afterward erected on the site.

In the meantime a formidable competitor to the Island House had sprung



THE OLIVER HOUSE

Corner of Broadway and Ottawa streets, as it was about 1868 when at the height of its popularity. It was opened by a "grand ball" June 30, 1859, and was the city's leading hotel until 1871. It was abandoned for hotel purposes about 1890 and the building is now used as a factory. This building was erected when the proprietors who owned much of the adjacent real estate supposed that Broadway would develop into the leading commercial street of the city.

up at the corner of Ottawa Street and Broadway, only about a block away. This was the Oliver House, which was projected in 1853 by Maj. William Oliver, who died shortly after the work of building was commenced. His death caused a suspension of operations for a time, but the hotel was finally finished by Major Oliver's son-in-law, James C. Hall. In its issue of June 28, 1859, the "Ohio State Journal," published at Columbus, said:

"Some of the principal property holders in the flourishing City of Toledo have built a hotel at the upper town on a beautiful spot overlooking the extensive depot grounds and river and looking out upon the lake. The hotel is magnificent in proportions and has been built and fitted up with but little regard to cost. It is to be opened tomorrow and a grand festival is to come off in the evening. Invitations have been widely extended and it promises a refreshing season. We wish the proprietors the success which their enterprise merits."

The hotel was opened according to schedule, with DeWitt C. Baker as lessee and George Colburn as manager. The Oliver contained 170 rooms. In 1860 it passed into the hands of John McKenster, the veteran hotel man, and for many years it was considered as the leading hotel of Toledo.

In 1860 the Toledo Directory gave a list of eleven hotels. The leading houses were the American, Island and Oliver, which have already been described. Next in importance were the Jacobs, Kingsbury, Merchants and Western hotels. The Jacobs was a small but well kept house on the corner of Madison Avenue and St. Clair Street and was conducted by T. W. Jacobs.

The Kingsbury Hotel was located on Summit Street, near Walnut, and was opened as the Ohio House in 1847, with David Johnson as the proprietor. In 1852 Mr. Johnson sold out to Henry D. and William Kingsbury, who changed the name of the hotel. William Kingsbury had previously been the landlord of the Jefferson House at Maumee. About 1857 Henry D. Kingsbury became the sole proprietor and conducted the hotel until he entered the army as captain of Company A., Fourteenth Ohio Infantry, in August, 1861.

D. B. Dunham was the landlord of the Merchants Hotel in 1860. This house was located on the corner of Jefferson Avenue and St. Clair Street, where the Jefferson Hotel was afterward built.

The Western Hotel was opened about 1843 and was kept for some time by David Johnson, before the Ohio House was opened. It was located on Perry Street, on or near the site later occupied by the Burnett House, which was one of Toledo's leading hotels during the latter years of the Nineteenth Century.

A few years after the close of the Civil war, some of Toledo's enterprising citizens came to the conclusion that the city needed an "up town" hotel. A stock company was formed with Frank J. King, president; Joel M. Gloyd, secretary; Cyrus H. Coy, treasurer; Robert H. Bell, Wilson W. Griffith, Truman H. Hoag, Horace S. Walbridge and Samuel M. Young, directors. A site on the northwest corner of Madison Avenue and St. Clair Street was purchased and work was commenced. The hotel was named the Boody House, as a tribute to Azariah Boody in recognition of the important benefits conferred on Toledo through his work in the completion of the Wabash Railroad. The tower on the corner of the building bears the date "1878," which indicates when the hotel was completed. Other hotels built about the same time as the Boody, or a few years later, were the St. Charles, on the corner of Madison Avenue and Superior Street, and the Madison, on the

corner of Madison Avenue and Ontario Street. The latter was built by Frank J. Scott.

The modern hotels of Toledo are too well known to need further comment here. The City Directory for 1922 gives a list of eighty hotels. Many of these are family hotels or boarding houses. The best known are the Secor Hotel, which was opened on August 1, 1908, and the Hotel Waldorf, which was opened in October, 1916. Of the family hotels, the most prominent are the Belvedere, on West Bancroft Street; the Chesbrough Dwellings, at Fifteenth Street and Jefferson Avenue, and the Monticello, corner of Jefferson Avenue and Michigan Street.

Plans were developed in the winter of 1922-23 for the erection of a fifteen-story hotel at the southwest corner of Jefferson Avenue and Superior Street, across the latter street from the Hotel Secor, to be called the Wallick. This is planned to cost $2,000,000 for the building and an additional million for the furnishings. It is to be under the same management as the Secor, with which Mr. L. C. Wallick, for whom the new hotel is to be named, has been connected from the first.

SECOR HOTEL

CHAPTER XXVI

TRANSPORTATION SYSTEMS

CANOES AND PIROGUES—LAKE NAVIGATION—FIRST STEAMBOAT—BOAT BUILDING—THE CANAL PERIOD—FIRST SURVEYS—THE LAND GRANT—BUILDING THE CANALS—CANAL TRAFFIC—END OF THE CANAL DAYS—THE RAILROAD ERA—ERIE & KALAMAZOO—THE PLEASURE CAR—TRAVELING UNDER DIFFICULTIES—NORTHERN INDIANA—THE WABASH—CLEVELAND & TOLEDO—CINCINNATI, HAMILTON & DAYTON—BALTIMORE & OHIO—THE PERE MARQUETTE—THE HOCKING VALLEY—TOLEDO & OHIO CENTRAL—THE PENNSYLVANIA—THE ANN ARBOR—WHEELING & LAKE ERIE—MICHIGAN CENTRAL—TOLEDO, ST. LOUIS & WESTERN—TOLEDO TERMINAL—OTHER RAILROADS—ELECTRIC RAILWAYS—RAILROAD STRIKES

Early in the Seventeenth Century the first white men came into the country about the Great Lakes. They were the Jesuit missionaries, the French voyageurs and explorers, and a little later came the fur traders. From the Indians these men learned to make and navigate the birch bark and "dug-out" canoes, hence their routes of travel lay along the shores of the lakes and over the numerous creeks and rivers. Horses and vehicles were practically unknown to many of these early adventurers. If a journey into the interior became necessary, it was made on foot. For many years the canoe was the most common mode of transportation. After the fur traders began their operations, they constructed a larger canoe, called a pirogue, for the transfer of their peltries to the Quebec and Montreal markets. These pirogues could venture farther from the shore than the ordinary canoe and some of them even crossed Lakes Huron and Erie.

LAKE NAVIGATION

The first sailing vessel on the Great Lakes was the "Griffon." It was built at the foot of Lake Erie early in the year 1679 by Sieur de la Salle to assist him in his explorations and made a successful voyage around to the Green Bay, in what is now the State of Wisconsin. There it took on a cargo of furs and started on the return trip, but was lost in a storm on Lake Michigan, with all on board.

In the spring of 1810 Capt. Anderson Martin built the "Chippewa" at Chippewa. A few months later he built the sloop "Miami" at Perrysburg—or where Perrysburg was afterward laid out. Both of these vessels were captured by the British early in the War of 1812, but were recaptured by Commodore Perry in the great naval battle on Lake Erie, September 10, 1813. They were afterward used in transporting United States troops and supplies for General Harrison's army to the mouth of the Thames River, the builder, Captain Martin, acting as pilot.

So far as known, the first vessel to ply regularly on the Maumee River was the schooner "Black Snake," Capt. Jacob Wilkinson, which made its first trip up

the river in May, 1815, two years before Toledo (or rather Port Lawrence) was laid out. The next was the schooner "Sally," a small craft of only seven tons, sailed by Capt. William Pratt. In April, 1818, the "Leopard," twenty-eight tons, Capt. John T. Baldwin, made its first voyage up the Maumee to Orleans. Between that time and 1833, when Toledo came into existence more than a score of sailing vessels were employed on the Maumee and Lake Erie, making regular voyages to Detroit, Sandusky and other near-by ports, a few of the largest venturing as far as Cleveland and Buffalo. Among the vessels of this period the most important are shown in the following table:

Vessel	Tons	Captain
Saucy Jane	15	Jacob Wilkinson
Happy Return	12	John Baldwin
Vermillion	34	John Baldwin
Packet of Miami	15	Almon Reed
Lady Washington	40	Almon Reed
Guerriere	40	David Wilkinson
Fire Fly	23	Luther Harvey
Essex	30	Henry Brooks
Eagle	49	David Wilkinson
Michigan	108	Amos Pratt

After 1833 the lake schooners were of a larger type, ranging from 100 to 150 tons. The "Favorite," built at Perrysburg in 1837, and the "Major Oliver," built at Toledo the same year, were schooners of 150 tons.

FIRST STEAMBOAT

Soon after the close of the war of 1812, the firm of McIntyre & Stewart, of Albany, New York, purchased a tract of land on the Maumee River near Fort Meigs and laid out the Town of Orleans. About the 1st of July, 1818, the same firm launched the first steamboat that ever navigated the waters of Lake Erie. It was built at a place called Black Rock, near Buffalo, and was named "Walk-in-the-Water" after a Wyandot chief whose village of Monguagon was on the Detroit River. The following account of this vessel's first voyage is taken from the "Cleveland Register" of November 3, 1818:

"The steamboat 'Walk-in-the-Water' left Buffalo for Detroit on the 10th of October, having on board 100 passengers. The facility with which she moves over our lake warrants us in saying that she will be of utility, not only to the proprietors, but also to the public. She offers us a safe, sure and speedy conveyance for all our surplus products to distant markets. She works as well in a storm as any vessel on the Lakes, and answers the most sanguine expectations of the proprietors."

Howe, in his "Historical Collections of Ohio," says the fastest time made by "Walk-in-the-Water" was twenty-nine hours from Buffalo to Cleveland, a distance of 200 miles, or about seven miles per hour. From the fact that this steamboat was built by the firm which owned lands on the Maumee River, there is good reason to believe that the vessel was intended for the river trade, after a few excursions had been made to the upper lakes for advertising purposes. In the summer of 1820 a voyage was made to Mackinaw. The "Walk-in-the-Water" was lost in a storm in the fall of 1821.

WALK-IN-THE-WATER

The first steamboat on Lake Erie, built at Black Rock, near Buffalo, launched July 4, 1818. Its owners, Messrs. McIntyre and Stewart, of Albany, New York, intended the boat to run from Buffalo to the site of a town they projected just below Fort Meigs, which was to be named "Orleans of the North." The boat drew too much water to get beyond the mouth of Swan creek. Dr. Stewart, one of the owners of the boat, stated that it cost $70,000, including payments to Robert Fulton and his partner, Livingston, for the patent right. In a storm on the night of November 6, 1821, the vessel dragged anchor, grounded on a sandy shore and was wrecked about ten miles south of Buffalo, her passengers and crew of over eighty persons being saved in a small boat.

THE FIVE-MASTED SCHOONER DAVID DOWS

The only one of its kind ever on the Great Lakes, designed and built by Captain J. L. Skeldon at Bailey's shipyard, Toledo, late in 1881. This vessel was 265 feet long, of 37-foot beam and of 18-foot depth. It was lost off Whiting, Indiana, Thanksgiving Day, 1889.

BOAT BUILDING

The unhappy fate of the "Walk-in-the-Water" did not deter others from trying steam navigation. In 1822 the Lake Erie Steamboat Company built the "Superior" at Buffalo. She started on her first voyage to Mackinaw, commanded by Capt. Jedediah Ransom, on June 25, 1822. The "Pioneer," Capt. W. T. Pease, the third steamboat on Lake Erie, made her maiden voyage from Buffalo to Detroit in October, 1825. The "Niagara" appeared in August, 1826, and the "Henry Clay" in June, 1827. These boats, with the "Superior" and "William Penn," constituted the fleet of the Lake Erie Steamboat Company, whose headquarters were in Albany, New York. They made tri-weekly trips between Buffalo and Detroit, stopping at the intermediate points.

During the decade from 1833 to 1843 a dozen steamboats were built at Maumee River towns. These boats, with the date when they were built, where they were built, and their tonnage, were as follows:

Vessel	Date	Built at	Tons
Detroit	1833	Toledo	200
Commodore Perry	1835	Perrysburg	350
General Wayne	1837	Perrysburg	390
John Marshall	1837	Perrysburg	35
General Vance	1838	Perrysburg	50
Chesapeake	1838	Maumee	410
General Harrison	1840	Maumee	326
Indiana	1840	Toledo	550
St. Louis	1842	Perrysburg	615
Superior	1843	Perrysburg	567
Troy	1843	Maumee	547
James Wolcott	1843	Maumee	80

Ship building has always been one of Toledo's important industries. In 1866 John Craig came from New York and established a shipyard at Gibralter, Michigan, building wooden vessels. In 1882, in connection with his son, George L. Craig, a second yard was started at Trenton, Michigan, under the firm name of John Craig & Son. Six years later the two yards were consolidated and the business was incorporated under the name of the Craig Ship Building Company. The Village of Trenton was too small to offer facilities for ship building on a large scale and soon after the incorporation the plant was removed to Toledo. Yards were established at Front and Craig streets, East Toledo. The first vessel built by this company in Toledo was the schooner "Churchill," 202 feet in length, with a beam of 38 feet. It was launched in April, 1890, and went into commission the following August. A dry dock was built in 1894, with a capacity sufficient to handle the largest boats on the lakes. The huge steel transports, each capable of carrying a large number of railroad freight cars, used by the Pere Marquette Railroad Company in its line across Lake Michigan, were built by the Craig Company. Captain Craig, from his large experience in ship building of various kinds, contributed a great deal to the engineering construction which made such type of vessel feasible. This company also, under the Craig management, constructed similar transports to carry loaded freight cars from Conneaut, Ohio, to Canadian ports. The Craig Company was also early in the business of building

steel freighters of the modern type of eight to ten thousand tons capacity. It constructed also a number of lake passenger boats, a typical one being the City of Toledo of the White Star Line.

Before the Craig Company located in Toledo, the Bailey shipyards, at Ash and Summit streets, were doing a large and profitable business in building sailing vessels. In 1881 these yards turned out the "David Dows," the largest sailing vessel ever seen upon the waters of the Great Lakes. It had five masts and with a fair wind was capable of making as good time as the average steamboat. On November 28, 1889 (Thanksgiving Day), this magnificent vessel encountered a severe gale near the head of Lake Michigan and was lost off Whiting, Indiana.

The Craig plant was taken over by the Toledo Ship Building Company, which was incorporated on December 1, 1905, with a capital stock of $2,000,000, most of which was taken by capitalists of Detroit, Michigan, and Syracuse, New York. Alexander McVittie, of Detroit, was president of the company until his death in 1909, when L. C. Smith, of Syracuse, was elected. The officers at the beginning of 1922 were as follows: H. S. Wilkinson (Syracuse), president and treasurer; W. G. Henderson and Edward Hopkins, vice presidents; A. S. Black, secretary and assistant treasurer. Several of the largest steamers on the Great Lakes were built by the Toledo Ship Building Company.

In addition to the above corporation, Gilmore Brothers conduct a dry dock and shipyard at the foot of McKinney (or Granada) Street, East Toledo, and the shipyard of James Scanes is located at the foot of Columbus Street, just below Riverside Park. All the Toledo ship building concerns do a good business in building and repairing vessels, especially during the navigation season, when from twenty-five to fifty great lake freighters enter the port of Toledo, bringing ore from the Lake Superior iron mines for the Toledo factories and loading coal for the upper lake cities. Three passenger steamship lines also touch at Toledo—the Detroit & Cleveland Navigation Company, the Pittsburg Steamship Company, and the White Star Line.

THE CANAL PERIOD

In the early years of the Nineteenth Century, before the possibilities of the railroad had been demonstrated, canals were advocated as the most feasible, if not the cheapest, arteries of interior transportation. A volume might be written on the various canal projects proposed in the Middle West while the internal improvement craze was at its height, from 1824 to 1836. Not the least important of these projects were those to connect Toledo with the Ohio River, by means of canals, following the Maumee River to the sources of streams flowing into the Ohio.

Just when and by whom this scheme was first suggested is not certain. It is said that President Washington advocated the construction of canals, soon after the Northwest Territory was established. Generals Wayne and Harrison, in the reports of their campaigns, noted the practicability of such canals. A book entitled "A History of the Late War in the Western Country," published in 1816, in a chapter on Fort Wayne, says:

"The Miami (Maumee) is navigable for boats from this place to the Lake. The portage to the nearest navigable branch of the Wabash is but seven or eight

miles, through a low, marshy prairie, from which the water runs both to the Wabash and St. Mary's. A canal, at some future day, will unite these rivers and thus render a town at Fort Wayne, as formerly, the most considerable place in that country."

About two years after this book was published, the "Western Spy," of Cincinnati, contained a letter from Maj. Benjamin F. Stickney, then Indian agent at Fort Wayne, in which the writer said:

"The Miami River of the Lake (Maumee) is formed by the junction of the St. Mary's and St. Joseph's rivers at Fort Wayne; pursues a general course northeast, with its meanderings about 170 miles, discharging into the Maumee Bay. This river is navigable for vessels drawing five to six feet of water to Fort Meigs, sixteen miles from its mouth, and for smaller craft to its head. Although it is not large, yet, in connection with the Wabash, the importance of its navigation will not be exceeded by any discharging into the northern lakes or the Ohio River. The Wabash pursues a diametrically opposite course to its junction with the Ohio. At the highest waters of these rivers, their waters are united at the dividing ridge, and you may pass with craft from one river to the other. There is a wet prairie or swamp, covered with grass, that extends from the headwaters of the Wabash to the St. Mary's, and discharges its water into both rivers, about seven miles from one to the other. At low water this swamp is six to ten feet above the water in the rivers. It is composed of soft mud that can be penetrated twenty feet with a pole. Of course it would be a small expense of labor to connect the waters of these two rivers by a canal that would be passable at the lowest water. Those rivers will be the great thoroughfare between the lakes and the Mississippi; and, of course, will constitute an uninterrupted navigation from the Bay of St. Lawrence to the Gulf of Mexico, except for the short portage at the Falls of Niagara."

Major Stickney communicated his views to Governor Clinton, of New York, who replied: "I have found a way to get into Lake Erie and you have shown me how to get out of it. You have extended my project 600 miles."

FIRST SURVEYS

In 1824 a survey was made for a canal from the Ohio River at Cincinnati up the Miami Valley to the Maumee River at Defiance, thence along the northern bank of the Maumee to its mouth. This survey was made under the direction of M. T. Williams. While the surveying party was encamped in the forest south of the Auglaize River, Mr. Williams procured guides well acquainted with the country and explored in advance the probable route of the canal. Upon arriving at the foot of the Rapids he obtained a small boat and took soundings of the depth of the Maumee River from that point to Turtle Island, off the north cape of the Maumee Bay. His report of these soundings, made to the engineer on his return to the camp, and later in his official communication to the Ohio Legislature, indicated that the mouth of Swan Creek was the most suitable point for the transfer of cargoes from canal boats to lake vessels. Over this route the Miami & Erie Canal was afterward built.

Through the influence of members of Congress from Indiana, the Government ordered a survey of a route for a canal from Fort Wayne to the Ohio River down

the Wabash Valley. Col. James Shriver, of the United States topographical engineers, was assigned to the work and the survey was commenced at Fort Wayne in the spring of 1826. Colonel Shriver died soon afterward and was succeeded by Col. Asa Moore, who continued the survey down the Wabash to the mouth of the Tippecanoe River, which was considered the head of navigation on the Wabash. Colonel Moore also fell a victim to the fever so prevalent in the Wabash and Maumee valleys in the early days and died at the head of the Maumee Rapids on October 4, 1828. The survey was soon afterward finished by Col. Howard Stansbury.

THE LAND GRANT

By an act of March 2, 1827, the State of Indiana received a grant of alternate sections of land for a distance of five miles on each side of the Wabash & Erie Canal, "connecting the waters of Lake Erie with the Ohio River." On May 24, 1828, President John Quincy Adams approved a supplementary act, Section 4 of which provided that "The State of Indiana be, and hereby is, authorized to convey and relinquish to the State of Ohio, upon such terms as may be agreed upon by said states, all the rights and interest granted to the State of Indiana to any lands within the limits of the State of Ohio, by an act entitled, 'An act to grant a certain quantity of land to the State of Indiana, for the purpose of aiding said state in opening a canal, to connect the waters of the Wabash River with those of Lake Erie,' approved on the 2nd of March, A. D. 1827, the State of Ohio to hold said lands on the same conditions upon which they were granted to the State of Indiana by the act aforesaid."

To carry into effect the provisions of this section, Ohio appointed William Tillman, of Zanesville, and Indiana appointed Jeremiah Sullivan, of Madison, commissioners with plenipotentiary powers to agree upon a division of the lands. These commissioners, in October, 1829, agreed upon a plan by which Indiana was to surrender to Ohio all the canal lands in the latter state, Ohio to construct the canal and guarantee its use to the citizens of the two states on equal terms. After some delay on the part of Ohio, this compact was ratified and from this time the canal, though one project as a commercial proposition, became separated as regards its construction and management.

Shortly after the surveys were completed and the land grants were satisfactorily adjusted, the dispute over the Ohio-Michigan boundary caused a delay. Ohio owned the lands which were to furnish a large part of the revenue for the construction of the canal, and it could hardly be expected that the authorities of that state would be willing to aid in building a canal if the terminus was to be outside the state. While the boundary question was under discussion, different plans were proposed, one of which was to employ slack-water for navigation by so improving the Maumee River with locks and dams as to make it navigable for steamboats to Fort Wayne.

Another cause of delay was the rivalry between Toledo and the towns of Perrysburg and Maumee for the terminus of the canal. Manhattan, at the mouth of the river, also set up a claim that the proper place to end the canal was at the Maumee Bay. The boundary dispute was finally settled by Congress on April 30, 1836, and on the 22nd of the following August the canal commissioners met at

Perrysburg to decide the question of where the canal should connect with the Maumee. Delegations from the rival towns were present to press their claims and it was finally resolved by the commissioners to grant each place canal connection with the river. This decision was approved by Governor Lucas after his visit to the several towns.

BUILDING THE CANALS

In May, 1837, contracts were awarded at Maumee City for the construction of the canal between the mouth of the Maumee River and the head of the Rapids. The several contractors gathered about two thousand laborers along the line of the canal and the first wages were paid in Michigan "wild-cat" bank bills borrowed for the purpose. From the very beginning of the work the contractors labored under difficulties "to an extent that no other work in the state has been subjected," says the Board of Public Works in its report for the year ending on December 31, 1839. First, the financial panic of 1837 made it impossible for the contractors to obtain funds for the prosecution of the work, and in May, 1838, the laborers had received no wages for about five months. Many of them threatened to quit, but the matter was finally adjusted by the contractors giving due bills, orders on stores, etc., all of which were fully paid in good money in June. Second, the high price of provisions, which had to be brought from long distances, the consequent high wages, and the sickness which drove many of the laborers out of the valley, all combined to cause vexatious delays.

Toward the close of 1839 the contractors were advised that the prospect of obtaining money to continue the work was doubtful and they were recommended to use their discretion about prosecution of the work. Consequently, not much was done during the first three months of 1840. By the 1st of April, however, financial conditions were better and during the remainder of the year better progress was made. In June, 1842, the canal was opened for traffic between Toledo and the Rapids. In its annual report of January 2, 1843, the Board of Public Works said:

"The whole of this work is now so far completed as to admit the water when the proper season for using the same shall arrive, and nothing but unforeseen accidents will from this time prevent, at all proper seasons of the year, an uninterrupted navigation. For the last fifteen months there has not been paid one dollar in money to the contractors on this canal, and the amount due is equal to $500,000. Almost the whole resources and credit of that portion of the state in the vicinity of this work have been used up and invested in the construction of the canal."

Contracts for that portion of the canal between the Rapids and the Indiana state line were let in October, 1837. The following summer the Wabash & Erie Canal was opened for traffic between Fort Wayne and Logansport, Indiana. The Ohio portion of this canal was only eighteen miles in length—from the Indiana state line to the junction with the Miami & Erie Canal in Paulding County. On May 8, 1843, the canal was opened between Toledo and Lafayette, Indiana. The first boat to make the through trip was the "Albert S. White," Capt. Cyrus Belden, of Toledo. The first packet, fitted for passengers, followed soon afterward under Capt. William Dale. Fort Wayne advertised a grand celebration on July 4, 1843, when representatives from Toledo, Detroit, Lafayette and other cities were present. Gen. Lewis Cass delivered the principal address.

Owing to the heavy forest growth south of the junction of the two canals in Paulding County, there was considerable delay in the construction of that portion of the Miami & Erie Canal. The result was that the first boat from Cincinnati did not arrive at Toledo until June 27, 1845. The following year the United States Government made its first use of the canal in transporting troops from points in the Northwest to Cincinnati on their way to Mexico, the commissioned officers being carried upon the packets and the noncommissioned officers and privates upon freight boats. Until 1856 these canals were regarded as part of the great military thoroughfare between New York City and the South. Besides the use of the canals for military purposes, they proved to be the safest, easiest and cheapest modes of transportation devised up to this date. During the year 1846 the value of the produce brought to Toledo by the canal was $3,000,000 and the cargoes sent out from Toledo were valued at $5,000,000.

CANAL TRAFFIC

Slocum, in his "History of the Maumee Valley," gives the following description of the canal packet, or passenger boat: "The sleeping berths for the first class passengers were ranged on each side of the upper cabin, generally in two rows one above the other, but occasionally in three rows, and some were made to shut up or swing out of the way by day. Hammocks and cots were provided for the overplus passengers and many would sleep on the deck. The diningroom was below, generally midboat, but sometimes forward, and the food was generally good. These boats carried express freight and some of them carried the United States mail. They were drawn by two to six horses, according to the size of the boat and the load, and the horses were generally kept on a trot by the driver, who rode the saddle (left rear) horse, attaining a pace of from six to eight miles an hour. Relays of horses were sometimes carried in a narrow stable in the center part of the boat, especially the freight boats, but usually the packet relays were stationed at convenient ports."

The canal packets were considered both rapid and comfortable and were liberally patronized. The journey from Toledo to Lafayette, a distance of 242 miles, was advertised to be made in fifty-six hours, or a little less than five miles an hour. The rate of fare was usually three cents a mile on the packets and two and a half cents on the freight boats. For long distances berth and meals were included in the regular rates. From thirty-five to forty persons were considered a good passenger list, but if more sought passage they were rarely turned away. The average canal boat captain was a resourceful individual. He knew how to "handle a crowd" and would manage to take care of all that came, even if the boat's capacity was overtaxed. Competition was keen among the boats and only as an absolute necessity was business, either passenger or freight, refused. This competition extended to the operation of the boats. In meeting and passing, the rules for the position of horses, tow lines, etc., must be strictly observed, as well as those providing for the precedence of packets over freight carriers. Failure to observe the regulations was certain to start an argument, which sometimes resulted in an exchange of blows. At wharves, and particularly at the locks, the slightest unnecessary delay was sure to be resented with an outburst of profanity, if nothing more. However, one good thing resulted from the competition. The time between Toledo and Cincinnati

was reduced to four days and five nights, which was looked upon as "rapid transit" in those days. And it was good time when one stops to consider the numerous stops to receive and discharge passengers and freight. Often an hour would be required to load and unload freight and delays also occurred on almost every trip on account of the precedence of other boats.

For a long time the largest boat on the canals was the "Harry of the West," which was brought through Lake Erie from the New York & Erie Canal in 1844, by Capt. Edwin Avery. The following year the first steam canal boat, the "Niagara," was built for Samuel Doyle at a cost of $10,000, but it could not successfully compete with the horse-power boats. During the next ten years several steam canal boats were tried, but objections were raised to their use because the commotion caused by the propellers had a tendency to injure the banks of the canal and interfere with other boats. In November, 1859, the steam propeller "Scarecrow" made her first run from Toledo with a load of lumber for Franklin. On May 25, 1862, the propeller "Union" arrived at Toledo from Lafayette, with a cargo of 1,750 bushels of wheat and having in tow a boat carrying 2,050 bushels more; besides twenty barrels of pork and two casks of hams, 115 tons in all. Capt. William Sabin reported that he had made the trip in five days, three and one-half hours.

While the canals were in operation, it was no unusual matter for three thousand to four thousand boats to clear from Toledo annually. Frequently fifty or sixty boats would be at the Toledo docks at one time, loading and unloading or waiting their turn. Many of the laborers on the canals while they were under construction, entered or purchased land and brought their families to the Maumee Valley. In this way the canals proved a powerful stimulus to the development of the country. Slocum gives the course of the canal through Toledo as follows: "The course of the abandoned canal is now occupied in its northern part by the Wheeling & Lake Erie Railway to Cherry Street, thence the course turns nearly South, crossing Oak Street at Allen, crossing Adams between Ontario and Michigan, Madison at Ontario, Jefferson a little nearer Ontario than Erie, Monroe nearer Erie, Washington at Erie, thence turning westward to cross Lafayette at Ontario, thence southward crossing Nebraska Avenue just west of Thirteenth Street and Swan Creek just east of Wyandotte Street."

After the advent of the railroad the canal traffic began to decline. Wherever the two came into competition rates were reduced to such an extent that profits disappeared. The railroads then raised rates at points away from the canal to make up the loss. An instance is recited where the railroad rate on wheat from Tontogany, Wood County, to Toledo, a distance of twenty-three miles, was seven cents per bushel. The same road (the Cincinnati, Hamilton & Dayton) carried wheat from Troy to Toledo, 120 miles, for six cents per bushel. The reason was that Troy was on the line of the canal while Tontogany was not. In like manner the Wabash Railroad charged fourteen cents per bushel to transport wheat from points only sixty miles from Toledo, but not on the canal, and carried wheat all the way from Indiana for ten and twelve cents.

END OF THE CANAL DAYS

As the canals were the property of the state, the Legislature in March, 1852, while railroad building in Ohio was still in its infancy, requested the Board of

Public Works "to report by what authority railroad companies have been permitted to erect bridges over the canals of the state for the passage of cars; the means adopted by such companies to obtain the transportation of freight, which, at proper rates for transportation, would pass upon the canals; what effect the removal of such bridges would have upon said roads; and whether any legislation be necessary for the removal of said bridges."

The board at that time was composed of George W. Manypenny, A. P. Miller and James B. Steedman. In replying to the demands of the General Assembly, the board made a long report, in which it was declared that the bridges had been erected without the permission of the board or authority of law. Then, after explaining how the board had undertaken to maintain canal traffic by reducing the rates, the report said: "We have ordered our engineers and superintendents to prevent the erection of any more bridges across the canals by railroad companies. We would also suggest the propriety of passing a law prohibiting railroad companies from shipping produce, merchandise or other articles from within twenty miles of the canals, at less freight per mile than the highest rate charged for transportation on any other part of the road. . . . If these railroads would be content with doing their legitimate business, both they and the canals might prosper; but unfortunately they are owned and controlled mostly by foreign capitalists, who feel no sympathy with the people of the state or its prosperity, and are guided only by the hope of large dividends. Against the efforts of these capitalists, the state should early erect barricades and carefully guard them, or it will soon find, when too late, the public works are entirely at their mercy."

Not long after this the Central Ohio Railroad began building a bridge over one of the state canals near Zanesville. The pit for one of the abutments was filled up by order of Commissioner Manypenny, when the railroad company applied to the court for an injunction. Judge R. C. Hurd, of the Licking Common Pleas Court, granted the injunction, holding that the right granted by the Legislature to the railroad company to construct a road on a certain line included the right to build bridges where necessary and that the canal was no exception. This opinion was sustained by the higher courts.

Meantime other opposition to the canals developed. The people of Paulding County, living near the large reservoir upon which the canal depended for water, set up the claim that the reservoir was detrimental to the health of the community. They appealed to the state authorities to abate the same as a nuisance, but the request was not granted and some "unknown parties" destroyed the banks of the reservoir, rendering it useless, though that part of the Wabash & Erie Canal through Indiana had been abandoned some years before.

Another source of opposition was certain private corporations which desired the canals for their own use. Emissaries of these companies went among the people and explained that better service could be given if the canals were leased to such companies. In this way public opinion was molded and in 1861 the Legislature passed an act authorizing the leasing of the canals for a period of seventeen years. Soon after this the lessees discontinued the use of the two locks connecting the canal with the river at Manhattan and they were abandoned by an act of the Legislature, approved on March 26, 1864. It was about this time that the Wabash & Erie Canal between Fort Wayne and Lafayette was abandoned, though that section between Fort Wayne and the Miami and Erie Canal continued in use until about 1886.

With the abandonment of the Manhattan locks, connection with the lower Maumee was made through the Toledo side-cut, which dropped fifteen feet into Swan Creek by two locks. By the act of January 31, 1871, the Legislature abandoned that portion of the canal between the Manhattan locks and the Toledo side-cut (3.75 miles), together with the aqueduct over Swan Creek.

During the life of the lease, the business of the canals continued to decline, while that of the railroads increased. When the canals were returned to the State in 1878 "their condition was deplorable." The lessees had failed to keep them in repair and for several years the state expended annually from $15,000 to $40,000 in excess of the receipts to maintain and operate them. A few sections, where there was no railroad competition, were operated for a longer period, but as canals, once such a potent factor in transportation and the development of the Maumee Valley, they are now nothing but a memory. In December, 1922, the city of Toledo, for $300,000, acquired that part of the canal extending from its intersection with Swan Creek in the city to the village of Maumee. It is the purpose of the city to make of the canal property a boulevard entrance into the city's business center.

THE RAILROAD ERA

The first railroad in the United States was built in 1825. It was about three miles in length, running from the granite quarries at Quincy, Massachusetts, to tide water and was built for the purpose of transporting the stone for the Bunker Hill monument from the quarries to the barges that were to carry it to Boston. According to a description given in the "Boston Advertiser," soon after the road was placed in operation, "The rails are made of pine timber, on the top of which is placed a bar of iron. The carriages run upon the iron bars and are kept in place by a projection on the inner edge of the tire of the wheels, which are considerably larger than a common cart wheel."

As it was slightly down grade from the quarries to the landing, one horse could pull the three cars, carrying from ten to sixteen tons of granite, though it required some effort to start the cars.

In the spring of 1827 the second railroad was placed in operation between Mauch Chunk and some coal mines nine miles from the city. This road was also equipped with wooden rails, with the iron strap on the top. Horses were used to draw the cars to the mines, which were some five hundred feet higher than Mauch Chunk, and the loaded cars were sent down to the coal chutes by gravity. Steam was used as a motive power later.

On July 4, 1828, ground was broken for the Baltimore & Ohio Railroad and by the close of the following year about twenty miles of tracks was completed and in use, the cars at that time being drawn by horses. The Mohawk & Hudson Railroad Company was incorporated on March 26, 1829, by an act of the New York Legislature, to build and operate a railroad between Albany and Schenectady. This was the first road in the United States to carry passengers in coaches drawn by a locomotive. It was completed in September, 1831, and a few years later was extended from Albany to New York City.

In 1829 DeWitt Clinton, a civil engineer of New York, prepared an estimate for the construction of a railroad to start at New York City, pass through that state and Northern Ohio, and terminate at the mouth of the Rock River on the Mississippi.

The distance was a little over one thousand miles and Mr. Clinton's estimate of the cost was $15,000,000. But the practical value of the railroad had not yet been established and capital for such a gigantic undertaking could not be secured.

The next movement for a railroad in Northwestern Ohio came in 1830 or 1831, when it was proposed to build a road between Cleveland and Detroit, the rails (of wood) to be laid on piles driven into the ground and cut off at a uniform height. The estimated cost of the road was $374,150, but the road never got beyond the "paper stage." This project was revived in 1836, when the Ohio Railroad Company was organized at Painesville "to build a line of railway from the Pennsylvania state line to the mouth of the Maumee River." Cleveland, Sandusky, Fremont and Toledo all subscribed to the capital stock and work was commenced. The first pile was driven at Fremont, from which point the work proceeded westward. A little later work began at Manhattan, but the company became financially embarrassed and in June, 1843, the whole scheme collapsed. Some of the rotting piles could be seen along the right-of-way nearly forty years later.

ERIE & KALAMAZOO

In the winter of 1832-33 some of the progressive citizens of Port Lawrence (now Toledo) set in motion a proposition to build a railroad between that place and some point in Michigan. Among those interested in the project were: A. J. Darius, Stephen B. and James M. Comstock, William P. Daniels, Edward Bissell, Andrew Palmer, George Crane, Benjamin F. Stickney, E. C. Winter, C. C. Robinson, Caleb S. Ormsby, Joseph Chittenden and David White.

Daniel O. Comstock was a member of the Michigan Territorial Legislature and introduced the bill to incorporate the company. It is said that a number of the members of the Legislature looked upon the proposition as a fanciful scheme and voted for the measure because "it could do no harm and would please the Comstocks of Toledo." The bill passed on April 22, 1833, which date marks the incorporation of the first railroad company west of the Alleghany Mountains. It granted perpetual succession to the incorporators and their assigns "to build a railroad from Port Lawrence through Adrian to some point on the Kalamazoo River; to transport, take and carry property and persons upon the same, by the power and force of steam, animals, or of any mechanical or other power, or any combination of the same."

Darius Comstock, E. C. Winters, C. C. Robinson, Asahel Finch, Jr., David White and Stephen B. Comstock were appointed commissioners to solicit and receive subscriptions to the capital stock. On March 7, 1834, they gave notice to the subscribers that more than one thousand shares of the stock had been subscribed and that the stockholders would meet at the house of Isaac Deans, in the Village of Adrian on the 20th of the following May to perfect the organization of the company. Accordingly, at the meeting thus announced, Darius Comstock, C. C. Robinson, George Crane, Almon Harrison, E. C. Winter, David White, Caleb S. Ormsby, A. J. Comstock and Stephen B. Comstock were elected the first board of directors. Immediately after the adjournment of the stockholders' meeting, the board organized by electing Darius Comstock president; Joseph Chittenden, secretary; A. J. Comstock, treasurer.

By 1835, when the indications were that by the settlement of the boundary question the eastern terminus of the road would be in Ohio, the Michigan Legisla-

To assist its business the Erie & Kalamazoo Railroad Company put out scrip, redeemable in fares or to serve as currency. The experiment was not very satisfactory to the community.

ture passed a supplementary act, approved on March 26, 1835, which had for its object the transfer of the ownership of the road to Michigan. This act provided that "When the road shall have paid the cost of building the same, and expenses of keeping the same in repair, and 7 per cent on all moneys expended as aforesaid, the said railroad shall become the property of the Territory or State of Michigan and shall become a free road, except sufficient toll to keep the same in repair." Another act, passed a little later, terminated the road at Adrian. The original act of incorporation and the supplementary acts all conferred upon the company the power to conduct a banking business in connection with the railroad. The Erie & Kalamazoo Railroad Banking Company was organized on May 25, 1836, with Darius Comstock as president; Philo C. Fuller, cashier; Edward Bissell, Darius Comstock and William P. Daniels, directors.

In the fall of 1834 a survey of the road between Toledo and Adrian was completed and in January, 1835, the first contracts for construction were let. Edward Bissell and William P. Daniels were appointed to superintend the construction of the eastern section—from Toledo to the Ottawa Lake—and George Crane and C. M. Ormsby for the western section—from the Ottawa Lake to Adrain. At first it was intended to use wooden rails, four inches square, but the construction had not proceeded far until the directors decided to use the iron strap rail and employ steam power. Considerable difficulty was experienced in raising the necessary funds, but the iron was finally secured and the first train ran from Toledo to Adrian on October 3, 1836. It was drawn by horses, as the locomotive had not yet arrived. Among the passengers on this trip was Mrs. Clarissa Harroun, mother of Dr. C. H. Harroun, who went as far as Sylvania and had the honor of being the first woman to ride on this "Pioneer railway of the West."

THE PLEASURE CAR

Contemporary with the purchase of the strap iron for the rails, arrangements were made with the Baldwin Locomotive Works, of Philadelphia, for two small locomotives—the "Adrian No. 1" and the "Toledo No. 2." Until these arrived horses were used. For the care of the horses Edward Bissell built a barn near the terminus of the road at Monroe and Water streets. A small building, 14 by 20 feet, was erected for an office. When the locomotives superseded the horses in 1837, the barn was removed to Walnut Street and used for a livery stable. The locomotives were placed on the road in July, 1837, and astonished the people by attaining a speed of twenty miles an hour. About the same time the company announced the arrival of a new type of passenger coach, which was called a "Pleasure Car." It cost a little more to ride in this coach than in the ordinary "lumber cars." Richard Mott, who was president of the company in 1838, writing about 1880, thus describes this coach:

"The Gothic Car (the board of directors called it the 'Pleasure Car' in their official proceedings) was placed upon the road in 1837 and was the second passenger car of the Erie & Kalamazoo Railroad. It was rather shorter than the three compartment vehicles used by the Schenectady road and afterward by the Utica Railroad. The car when full held twenty-four, eight in each compartment. The lower middle door (see illustration) opened from a place for stowing baggage. The middle section projected a few inches wider than the end sections.

The car was about the size of a street railway car of the present day. It passed out of existence nearly forty years ago."

TRAVELING UNDER DIFFICULTIES

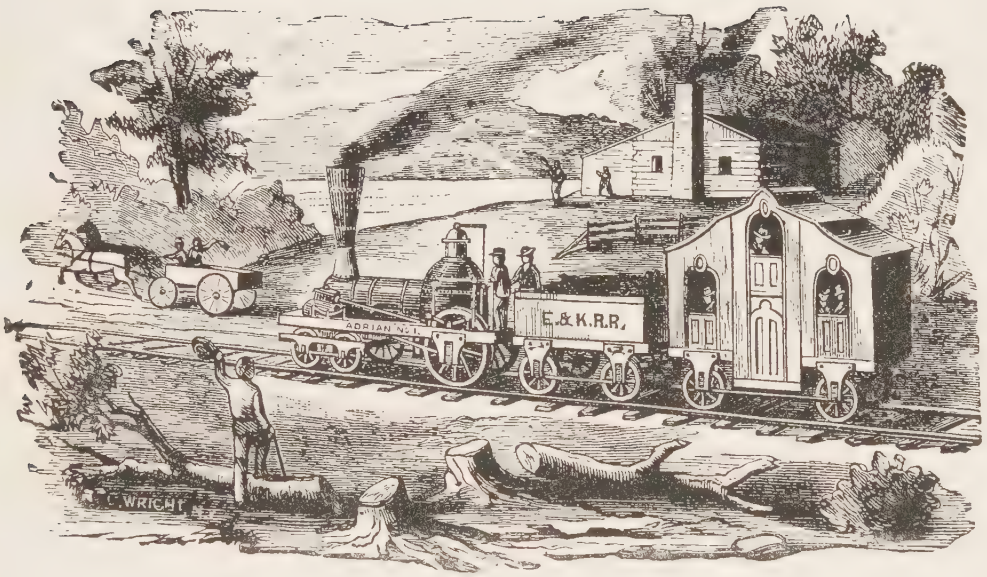
Some idea of the accommodations and service rendered by the Erie & Kalamazoo, may be gained from the following account of a trip over the road, as told by Mayor Brigham several years afterward. Mr. Brigham was at the time the repair agent of the road—a sort of "engineer of maintenance of way." Railway officials did not ride in their private cars then and he thus describes his experiences:

"In December, 1841, one Saturday, the train left Toledo on time for Adrian. I was then at Palmyra, intending to take the train for Adrian and return to Toledo that evening. Owing to a severe storm of rain, freezing as it fell, the track became covered with ice. The train reached Palmyra about 4 P. M. I entered the middle compartment of the car, and met in the car J. Baron Davis and wife, of Toledo, sitting in the forward seat. Being acquainted with them I thought I would take a seat with them, but seeing the cushion on the seat out of place, I took the rear seat, facing the one I had rejected.

"We had not gone more than half a mile from Palmyra when a 'snake-head,' as they were called—that is, the end of an iron bar that had worked loose from the wooden rail—came crashing through the floor of the car, passing diagonally through the seat I had left vacant, the end of the bar striking me in my neck under the chin and pushing me backward with such force as to break the panel work partition which divides the compartments of the car. Just at this moment the other end of the bar was torn loose from the track and carried along with the car. Recovering my consciousness a little, I found myself with head and shoulders protruding through the broken partition, while I held the assaulting 'snake-head' firmly grasped in both my hands. Being a stormy day I had an extra amount of clothing about my neck which the bar did not penetrate, so that my injuries were not serious. The train was stopped and Frederick Bissell, the conductor, was much frightened. Before leaving the spot the guilty 'snake-head' was once more spiked down and we moved on, reaching Adrian at 6 P. M., having made the run of thirty-three miles in ten hours.

"The train left Adrian for Toledo at 7 P. M. and worked its way along over the ice-covered track until we got out of wood and water, when we picked up sticks in the woods and replenished the fire, and with pails dipped up water from the ditches and fed the boiler, and made another run towards Toledo. Passing Sylvania, we got the train to a point about four miles from Toledo, when being again out of steam, wood and water, we came to the conclusion that it would be easier to foot it the rest of the way, than to try to get the train along any farther. So we left the locomotive and cars standing upon the track and walked into the city, reaching there about 2:30 A. M. I was rather lame and sore from contact with the 'snake-head,' but gratified that we were enjoying the 'modern improvement.'"

Although the first report of the Erie & Kalamazoo, made in December, 1837, showed net earnings of $41,610, or about 16 per cent on the cost of construction, five years later the road was in financial straits. In June, 1842, the rolling



THE PIONEER RAILROAD OF THE WEST

First locomotive and coach specially for passengers in Toledo. The sketch is by the late Hon. Richard Mott who was one of the first directors of the Erie and Kalamazoo Railroad. The coach was acquired in the late spring of 1837. It had four compartments. In the center, at the bottom, baggage was stored. Over the baggage was a compartment holding eight people, and those on the ends held the same number each. Before the coach came, the fare to Adrian (end of the road) was $1.50. That remained as the fare for passengers in the so-called "lumber" cars, but those who cared to ride in the "pleasure" or "Gothic" coach paid $2.25.

stock was sold to satisfy judgments of $15,000. Troubles continued and in May, 1849, the road was leased in perpetuity to the Michigan Southern Railroad Company.

NORTHERN INDIANA

In 1835 a railroad known as the Buffalo & Mississippi was projected, to run between Buffalo, New York and some point on the Mississippi River. It was another instance of planning a railroad without knowing where the capital was to come from to build it. However, the company was kept alive until 1849, when the control passed into the hands of the Michigan Southern Company. A road was then built from the Michigan state line to Chicago and on May 22, 1852, the first train ran from Toledo to Chicago over the "Northern Indiana Railroad," as the new enterprise was called. The Michigan Southern had also acquired possession of the Erie & Kalamazoo in 1849. This was the beginning of the Lake Shore & Michigan Southern system. In 1869 this system absorbed the Cleveland & Toledo, which was incorporated in 1850 and completed in 1852; the Cleveland, Painesville & Ashtabula, and the Buffalo & Erie railroads. The Lake Shore & Michigan Southern lines are now operated by the New York Central.

THE WABASH

On July 11, 1847, the Toledo, Wabash & Western Railroad Company was organized, but nearly five years passed before any active steps were taken for the construction of the road. A meeting was held at Logansport, Indiana, on June 22, 1852, to consider ways and means for building the road. Toledo was represented in that meeting by James M. Ashley, Sanford L. Collins, Charles M. Dorr, Simeon Fitch, H. L. Hosmer, Matthew Johnson, C. G. Keeler, J. W. Kelsey, V. H. Ketcham, Frank J. King, L. B. Lathrop, George W. Scott, Jessup W. Scott, Samuel B. Scott, Lyman T. Thayer and Morrison R. Waite. It was decided to build two roads east from Fort Wayne, one to Sandusky and the other to Toledo. The Sandusky division was never built, but the first train ran from Toledo to Fort Wayne in July, 1855.

Prior to this time two companies had been formed—the Toledo & Wabash, to build from Toledo to the Indiana state line, and the Wabash & Western, to build the road across the State of Indiana. Financial difficulties arose and the property was sold by order of the court. It was purchased by Azariah Boody (for whom the Boody House in Toledo was named) and the two companies were consolidated as the Toledo, Wabash & Western. From the western boundary of Indiana a company known as the Great Western Railroad Company completed the line to St. Louis.

The work of building the Ohio section was greatly facilitated by shipping a locomotive and rails from Toledo to Defiance by the Miami & Erie Canal. When the road was completed it became a strong factor in causing the decline of the canal. For many years it has been operated under the simple name of the Wabash Railway and it has been one of the largest contributing agencies to Toledo's growth and prosperity. In 1901 a branch was built between Toledo and Montpelier, where it connects with the Detroit and Chicago divisions.

CLEVELAND & TOLEDO

Two railroad companies were organized in 1850 to build lines westward from Cleveland. What was known as the Junction Railroad was projected to run via Elyria, Sandusky, Port Clinton, Perrysburg and Maumee City and connect with the Michigan Southern & Northern Indiana road in Swanton Township, Lucas County. In September the Toledo, Norwalk & Cleveland Railroad Company was formed and immediately began work on a road connecting Toledo and Cleveland via Fremont, Norwalk and Oberlin. The first train over this road arrived at Toledo on December 20, 1852. The Junction Railroad was constructed as rapidly as means could be obtained until 1853, when it was consolidated with its rival—the Toledo, Norwalk & Cleveland—under the name of the Cleveland & Toledo Railway. As already stated, this road passed into the hands of the Lake Shore & Michigan Southern in 1869.

CINCINNATI, HAMILTON & DAYTON

On March 5, 1851, the Ohio Legislature granted a charter to a company to build a line of railroad starting at Dayton and running northward via Sidney, Lima and Toledo to the Michigan state line, in the general direction of Detroit. In Toledo a proposition authorizing the municipality to subscribe for a certain amount of the stock was submitted to the voters and was carried by a substantial majority Other cities along the line of the road voted aid and the work was pushed forward with alacrity. Some of the cities were slow in paying for the stock subscribed, which caused delays from time to time, and the first passenger train over the road did not arrive at Toledo until August 18, 1859. A freight train had come in on the 28th of July, bringing, with other freight, ten carloads of staves consigned to the firm of P. H. Birckhead & Company. The first passenger train was in the nature of an excursion. Among those who came to Toledo on that occasion were the officials of the road, Stanley Mathews, afterward an associate justice of the United States Supreme Court, Clement L. Vallandigham, who became a prominent figure in politics at the time of the Civil war, and the president and superintendent of the Cincinnati, Hamilton & Dayton Railroad Company. A dinner was given to the excursionists at the Oliver House and other attentions were shown the distinguished visitors by the people of Toledo.

This road, known as the Dayton & Michigan, was 141 miles in length. At Dayton it connected with the Cincinnati, Hamilton & Dayton, which had been completed only a short time before. The presence of the president and superintendent of the latter road on that first passenger train was largely for the purpose of establishing friendly relations between the two companies and perfecting some sort of a traffic arrangement. These two roads worked in harmony until May 1, 1863, when the Dayton & Michigan, through a perpetual lease, became a part of the Cincinnati, Hamilton & Dayton system. In June, 1917, the entire C. H. & D. holdings passed into the hands of the Baltimore & Ohio Railroad Company.

THE ISLAND HOUSE

Erected in 1854, on the spit of land south of Swan Creek and between it and the river (the "Middle Grounds" site of the present New York Central freight house). For over thirty years it was not only the passenger terminal of railroads entering the city but was for most of the time one of the city's leading hotels. In 1886 it was abandoned as a passenger station for the Union Depot, and twenty years later, after use for freight offices, the building was razed. The photograph was taken in 1906.

THE PERE MARQUETTE

In 1857 the Michigan Legislature granted a charter to a railroad company to build a line of road from Flint to Ludington, on the eastern shore of Lake Michigan, a distance of 170 miles. Numerous delays occurred and the road was not completed until 1873. As the western terminus was near the mouth of the Marquette River, the road took the name of the "Pere Marquette."

Meantime the Flint & Holly Railroad (about thirty miles long) had been built and a short time before the completion of the Pere Marquette it had been extended southward to Monroe. These two roads were consolidated under the name of the Flint & Pere Marquette, though it was not long until the word "Flint" was dropped. From Monroe to Toledo the Pere Marquette used the tracks of the Lake Shore & Michigan Southern for about twenty years. Then a difference of opinion arose and the Lake Shore Company canceled the arrangement. The Pere Marquette did not want to give up its Toledo connections and at once opened negotiations for the purchase of the Toledo & South Haven Railroad, which had been incorporated on September 11, 1886. The deal was consummated on May 23, 1894, and the road thus became a part of the Pere Marquette system. An arrangement was then made with the Ann Arbor Railroad Company, by which the Pere Marquette regained its valuable Toledo terminal privileges.

THE HOCKING VALLEY

The first movement for direct railway connection between Toledo and the state capital was made in June, 1867, when a meeting was held at Columbus to discuss the subject. Preliminary steps were taken and a second meeting was held at Toledo on July 18, 1867, Charles A. King acting as chairman and David R. Locke, secretary. As the principal object of the meeting was to select a committee to prepare articles of incorporation, the following were chosen: Perry Crabbs, J. C. Hall, Charles Kent, Charles A. King, E. V. McMaken, J. R. Osborn, A. D. Pelton, M. A. Scott and H. S. Walbridge, of Toledo; W. B. Brooks, Theo. Comstock, D. W. H. Day, William Dennison, Samuel Galloway, W. E. Ide and William A. Platt, of Columbus.

C. C. Waite, afterward vice president and general manager of the Cincinnati, Hamilton & Dayton and a son of the late Chief Justice Morrison R. Waite, made the first survey. That survey was not accepted and some time was spent in the selection of a route. Finally it was decided to build the road via Fostoria, Carey, Upper Sandusky, Marion and Delaware. The selection of this route was left to the City of Toledo, in consideration of its citizens having voted $200,000 to aid in the construction of the road. The first train passed over the road on December 5, 1876, and regular traffic commenced on January 10, 1877.

TOLEDO & OHIO CENTRAL

In June, 1869, a railroad company called the Atlantic & Lake Erie was incorporated, with power to construct and operate a line of railroad between Pomeroy, Ohio, and Toledo, a distance of 235 miles, via Athens, New Lexington, Central City, Mount Gilead, Bucyrus and Fostoria. During the next ten years

a little construction work was done and in December, 1879, the property was sold to satisfy creditors. The purchasers reorganized under the name of the Ohio Central Railroad Company. Soon after this a consolidation was effected with the Sunday Creek Valley Railroad Company and a branch from Corning to Shawnee was projected. On January 1, 1881, there were 65 miles in operation, between Corning and Columbus, and 148 miles, between Toledo and Bush's Station.

On September 29, 1883, the road passed into the hands of a receiver and on April 15, 1885, it was sold by order of the court. It was purchased by a committee acting for the bondholders and was reorganized as the Toledo & Ohio Central Railway Company. On November 1, 1892, the Columbus division was purchased, giving the company another connection with Toledo. This division was projected in 1881 as the Toledo & Indianapolis Railroad, with Findlay as one of the principal points on the line. The road was completed to Findlay in May, 1883. Two years later it was reorganized as the Toledo, Columbus & Southern and the route was changed to Columbus instead of Indianapolis. Since November 1, 1892, it has been known as the Columbus division of the Toledo & Ohio Central.

THE PENNSYLVANIA

Shortly after the close of the Civil war in 1865, the people of Toledo began to feel the need of additional railway connections with eastern points. The city had but one railway outlet to the east—the Cleveland & Toledo, or Lake Shore—and during the winter seasons, when lake navigation was suspended, traffic conditions were decidedly unfavorable to the city, especially in the transportation of coal and grain. After considerable discussion, a company was organized to build a railroad from the northern boundary of the state, via Toledo, to Woodville, Sandusky County, a distance of twenty-two and a half miles, which road should be open to any railroad company desiring to use it. The name of the Toledo & Woodville Railroad Company was adopted.

In order to raise funds for building the road, authority was obtained from the Legislature for a vote of the electors of the City of Toledo upon the question of issuing twenty-year bonds to the amount of $450,000. The election was held on July 6, 1869, and the result was as follows: For the bonds, 3,368; against the bonds, 56. With this overwhelming majority, the next step was the appointment of five trustees, as required by law, to superintend the construction of the road. Judge John Fitch, of the Lucas County Court of Common Pleas, appointed Josiah D. Cook, Charles F. Curtis, Charles A. King, William Kraus and Horace S. Walbridge. This board employed J. H. Sargent to make the survey and on April 10, 1870, a contract for construction was let to J. E. Conant. Owing to financial difficulties, this contract was surrendered in December of the same year.

In May, 1871, the trustees entered into a contract with the Baltimore & Ohio, Mansfield, Coldwater & Lake Michigan, and the Toledo & Michigan railroad companies to build the road, including a bridge over the Maumee River, for $425,000 of the city bonds issued for the purpose. These companies, as the contracting parties, then entered into an agreement with the Pennsylvania Railroad Company to iron the road, build depots, shops, etc. The grading of the road was commenced, but proceeded so slowly that in June, 1872, the trustees canceled the contract and made a new one with the Pennsylvania Company, which company

guaranteed to complete the road within a given time. Under this contract the road was opened to traffic on May 1, 1873, between Woodville and the northern boundary of the state. In the contract of June 11, 1872, the Pennsylvania Company was given a lease for 999 years. The road was operated under this lease for about five years, but the results failed to prove satisfactory either to the railroad company or the trustees. Then the company offered to purchase the property outright for $225,000, which offer was accepted by the city council in June, 1878. Thus the Toledo & Woodville Railroad was merged into the great system known as the "Pennsylvania Lines West of Pittsburgh," and competition in eastern traffic was given to Toledo. In May, 1920, the Pennsylvania, having theretofore used the Union Depot at the foot of Knapp Street for many years in passenger service, returned to its own station on Summit Street. By building about twenty miles of its own track just south of Detroit and through an operating agreement with the Ann Arbor and the Pere Marquette, it has established an independent line into Detroit. This was an important development in the local railroad situation which greatly needed enlargement of facilities between the two cities.

THE ANN ARBOR

Railroad building in the years immediately following the Civil war was pushed forward with great vigor in all sections of the Central and Western United States. In October, 1869, the Toledo, Ann Arbor & Northern Railroad Company was organized, with a charter that authorized it to construct a road from the Michigan-Ohio line to Ann Arbor, ultimately to be extended to some point on the shore of Lake Michigan. At the state line it was to connect with the Toledo & State Line Railroad—the northern extension of the Toledo & Woodville Railroad, when completed. Work on the road was commenced, but in 1874 financial troubles came up and the road was ordered to be sold.

During the next ten years several changes were made that affected this line. In 1878 the Toledo, Ann Arbor & Northeastern Railroad Company was organized to build a road from Ann Arbor to Pontiac. Two years later this project was consolidated with the original company, under the name of the Toledo, Ann Arbor & Grand Trunk Railway Company. In 1884 the Toledo, Ann Arbor & North Michigan Railroad Company took over the property and the road commonly called the "Ann Arbor," was completed to Frankfort, Michigan, on the shore of Lake Michigan, thus carrying out the original plan.

WHEELING & LAKE ERIE

A charter was granted to a company in April, 1871, to build a line of railroad between Toledo and Wheeling, West Virginia. Work was not commenced until the spring of 1874 and after many delays and difficulties the road was opened between Massillon and Huron (eighty-six miles) on January 9, 1882. In March following the bridge over the Maumee was completed and on August 15, 1882, the road began running regular trains between Toledo and Valley Junction, a distance of 157 miles. On July 1, 1886, the property passed into the hands of a new company known as the Wheeling & Lake Erie, which had been incorporated only

about a week before. That section of the Toledo Belt Railroad between the Wheeling & Lake Erie right-of-way in Ironville and the Cincinnati, Hamilton & Dayton tracks was built by this company.

The principal objects to be attained by this road were to open a shorter route from Toledo to the seaboard, via Wheeling, and to provide an outlet for the coal fields of West Virginia and Eastern Ohio. In both these purposes the road has met the expectations of its builders.

MICHIGAN CENTRAL

A few years after the close of the Civil war two railroads were projected, having for their object a more direct connection between Toledo and Detroit. The Michigan end of the project was known as the Detroit & State Line Railroad, and the Ohio end was called the Junction Railroad Company of Ohio. On February 21, 1872, the two companies were consolidated under the name of the Toledo, Canada Southern & Detroit Railway Company.

The road, fifty-eight miles in length, had been completed before the consolidation, but was in poor working order. After the consolidation the road became a part of the Canada Southern system and was greatly improved. It was operated by the Canada Southern until January 1, 1883, when that road passed under the control of the Michigan Central, which company thus gained a way into Toledo. In 1922 the Michigan Central and the various lines of the Lake Shore & Michigan Southern system were operated and controlled by the New York Central.

TOLEDO, ST. LOUIS & WESTERN

This road is the outgrowth of three constituent companies, to wit: The Toledo, Delphos & Indianapolis; the Toledo & Maumee Narrow Gauge, both incorporated in 1872; and the Delphos & Kokomo Railroad Company, incorporated in 1877. On June 19, 1886, the consolidation took place and the Toledo, St. Louis & Kansas City Railroad Company was born. As at first constructed the road was a narrow gauge. On May 19, 1893, the property was placed in the hands of a receiver and the first of the following month default was made in the payment of interest on the first mortgage bonds of the company.

For nearly five years the road struggled along under the receivership, until on April 1, 1898, a decree of foreclosure was entered. About two years later a reorganization was effected, the road was raised to standard gauge, and the name was changed to the Toledo, St. Louis & Western Railroad Company. The line extends from Toledo to St. Louis, with 450.58 miles of main line. After the reorganization the new company selected as an emblem a trefoil or three-lobed leaf, from which the road took the name of the "Clover Leaf." With the Grand Trunk it divides equally the stock of The Detroit and Toledo Shore Line, and thus enjoys terminal facilities at Detroit. October 22, 1914, this road was again put under a receivership by order of the local Federal Court, W. L. Ross, then the road's president, being made receiver. The circumstances bringing this action about, as well as the conduct and results of the receivership, form an interesting and unique chapter in the annals of railroading in the United States. In 1907 the road's bonded indebtedness was $16,500,000, of which $10,000,000 bore three and one-half

READY TO RETURN TO THE CITY FROM THE TERMINUS AND CAR BARNS OF THE ADAMS STREET LINE AT THE CORNER OF BANCROFT AND ASHLAND AVENUES, TAKEN ABOUT 1874

per cent interest, and the balance four per cent. These bonds had a long period of maturity. Then the control of the road came into the hands of the so-called Rock Island interests who were also engaged in exploiting The Chicago & Alton. Through this agency the "Clover Leaf" was made the owner of 64,800 shares of preferred and of 144,800 shares of common stock of the Alton, to pay for which it was caused to issue $11,527,000 of "collateral trust" gold bonds at four per cent. The receivership was for the purpose of securing general creditors from the effects of a declaration of maturity of this latter obligation occasioned by inability to meet interest coupons due August 1, 1914. The important issue finally made up was on the good faith of the transaction placing this obligation on the road, the fact being that at no time either in 1907, or later, was the Alton stock of anything but nominal value. Testimony upon this issue was extensively taken for several years, until, in 1921, a compromise was effected whereby all of the "collateral trust" bonds not in the hands of innocent purchasers for value were cancelled. The net improvement in the road's finances by this litigation, on this one question, reached approximately $7,000,000, putting it beyond financial danger. In addition, the business and professional management of the receivership was so well handled that the road not only came through the trials of government administration during the war period in better physical condition than at the start, but that its business horizon was very considerably enlarged. The receivership is still (February 1, 1923), continuing in a nominal way for the closing of records. In 1922 the road, with its stock approaching par, its business at the peak of its existence and its physical equipment in the best condition, with an easily carried long-time bonded indebtedness, became a part of the Van Swearingen system, referred to later.

TOLEDO TERMINAL

Mention has already been made of the building of a connecting link between the Wheeling & Lake Erie and the Cincinnati, Hamilton & Dayton (now the Baltimore & Ohio) railroads. That was the first step toward the construction of a belt line around the city. The Toledo Railway & Terminal Company was organized a little later and in September, 1903, completed a railroad around the city, connecting with every railroad entering Toledo. The length of this road was 28.59 miles.

At that time the Cincinnati, Hamilton & Dayton was using the passenger terminal of the Lake Shore & Michigan Southern, known as the Union Depot, and the Pere Marquette was using the Ann Arbor terminal on Cherry Street. For the improvement of the Belt Railroad and the terminal facilities, these two companies joined in a proposition to guarantee an issue of $3,500,000 bonds of the Toledo Railway & Terminal Company, bearing 4½ per cent interest. Each agreed to guarantee 20 per cent of the issue and the Michigan Central, Pennsylvania, Clover Leaf and other roads centering at Toledo guaranteed the remaining 60 per cent. Under this arrangement the company was reorganized as the Toledo Terminal Railway Company, which has since operated the Belt Railroad. Through the reorganization the Pere Marquette acquired its own tracks and a ninety-nine year lease on the yards of the Ann Arbor Railroad Company, and the Cincinnati, Hamilton & Dayton acquired permanent terminal privileges.

OTHER RAILROADS

About 1890 the Cleveland, Cincinnati, Chicago & St. Louis Railroad Company was organized by the consolidation of a number of smaller companies. The name of the company was too long for common use, and as the road connected four of the largest cities in the Middle West, it became generally known as the "Big Four." One of the main lines of the system connects Cleveland and Indianapolis, passing through Bellefontaine, Ohio. Early in the present century the Big Four entered into an arrangement with the Toledo & Ohio Central Railroad Company, by which an entrance into Toledo was gained over the latter company's tracks. This placed the shippers of Toledo in direct communication with their customers in several of the large cities of the country.

The Detroit, Toledo & Ironton Railroad Company was incorporated under the general railroad laws of Michigan in 1898. The main line of this road starts at Detroit, crosses the northern boundary of Ohio about thirty miles west of Toledo, and runs southward through Wauseon, Napoleon, Lima, Springfield, Washington and Hillsboro to Ironton, Ohio, on the Ohio River. A branch leaves the main line at Dundee, Michigan, and runs to Toledo. After many financial ups and downs, this road was purchased in 1920 by Henry Ford, the automobile manufacturer of Detroit.

On July 11, 1902, the Toledo, Angola & Western Railroad Company was incorporated for the purpose of building a railroad that would aid in the development of the glass sand deposits in Sylvania Township, Lucas County. The road, nine miles in length, was completed the following year. It connects with the New York Central at Vulcan.

The Detroit & Toledo Shore Line Railroad Company was incorporated under the general railroad laws of Michigan on March 29, 1898. It was at first known as the Pleasant Bay Railroad. On April 14, 1899, the name was changed to the Detroit & Toledo Shore Line and the road was opened for freight traffic on September 8, 1903. The stock of this road is owned in equal shares by the Grand Trunk and the Toledo, St. Louis and Western.

In 1922 a re-grouping of railroad interests was formed which promises much for Toledo. The New York, Chicago and St. Louis (Nickel Plate), The Toledo and Hocking Valley, The Lake Erie & Western, The Chesapeake & Ohio, and The Toledo, St. Louis and Western railroads came into a new system of roads called by the name of its principal actors, the Van Swearingen brothers of Cleveland. That this combination, when operatively effected by such physical details that may be found necessary, will very largely and favorably affect the city's future prosperity seems to be a valid prophecy.

ELECTRIC RAILWAYS

The use of electricity as a motive power in transportation is only a few years old, but since its introduction many miles of electric railway have been constructed. These roads are generally known as "interurbans," because at first they connected cities only a few miles apart. As improvements in cars and equipment were made the lines were extended and materially reduced local passenger and freight rates. But the electric railroads still operate over a comparatively limited

territory and their history, therefore, has only a local significance. Toledo is the great interurban center of Northwestern Ohio. The lines radiating from the city extend as far south as Lima, eastward to Cleveland, westward into Indiana, and northward to a number of towns and cities in southern Michigan, including Detroit.

The interurban lines centering at Toledo are: 1. The Detroit, Monroe & Toledo, which connects the cities named. 2. The Lake Shore, connecting Toledo with Cleveland via Woodville, Fremont, Sandusky, Norwalk and Lorain. 3. The Maumee Valley Railways & Light Company, which operates two branches between Toledo and Perrysburg. 4. The Ohio Electric which runs in a southwesterly direction to Waterville, where it crosses the Maumee River and thence runs southward via Tontogany, Deshler and Ottawa to Lima. 5. The Toledo, Bowling Green & Southern, which connects Toledo with Dayton via Bowling Green, Findlay, Lima, Wapakoneta, Sidney and Piqua. 6. The Toledo, Fostoria & Findlay, with a branch from Pemberville to Bowling Green. 7. The Toledo, Ottawa Beach & Northern, operating between Toledo and Toledo Beach via Point Place. 8. The Toledo & Indiana, which runs westward from Toledo to Bryan, Williams County. 9. The Toledo & Western, between Toledo and Pioneer, via Sylvania and Berkey, with a branch from Allen Junction to Adrian, Michigan. 10. The Northwestern Railway and Power Company, operating an electric railway between Toledo and Marblehead, Ottawa County, at the entrance to Sandusky Bay. Every interurban road is suffering greatly from freight competition by motor trucks and from the fact that, aside from certain bus lines running to suburban towns, the prevalence of private automobiles has greatly lessened passenger traffic, The Toledo & Indiana has been obliged to abandon its contemplated extension westward from Bryan. Three are now under court receiverships, the Ohio Electric and the Toledo and Western, in the Federal Court, and the Maumee Valley Railways & Light Company in the Court of Common Pleas.

RAILROAD STRIKES

The most important railroad strike in the history of the country, so far as the greatest general amount of violence and destruction of property is concerned, was that of 1877. It began on the Baltimore & Ohio Railroad in West Virginia, just after the middle of July, over a ten per cent reduction in wages. In a day or two the agitation reached Pittsburgh where rioting brought about the death of twenty persons and a large number of wounded and a great deal of property destruction. July 23 trouble began in Toledo, caused by the visit of a hundred strikers from Cleveland who caused the shops at Air Line Junction to be shut down and who commanded the railroad at that point. A mass meeting of strikers, held on the evening of that day, appointed a general committee of 24 which met at the United States Hotel on Ottawa Street the next morning. They were reënforced by a mob of sympathizers and started on a tour of the city to compel a general strike, marching first along Water Street to the Pennsylvania Depot, and thence about the city, calling on employes of factories and other establishments besides railroads to cease work. This procedure occupied most of the day. At night the mob marched to the old Board of Trade building at the corner of Water and Madison, where many threats of violence were uttered against the business inter-

ests of the city. July 25, a large meeting of citizens was held at Market space on Superior. A resolution was passed requesting the mayor to appoint a committee of safety of not less than twenty persons from each ward. The Police Board also closed all of the saloons. A second mass meeting of citizens, under call of the sheriff, was held at the courthouse on the 26th, and a volunteer regiment of citizen soldiery, organized into seven companies, was raised, made up largely of former Union soldiers, and officered by men with army experience. The roll of officers is really one of distinguished citizens, most of them having served very creditably as officers of high rank in the Civil war. Col. Nat Haughton, the founder of the present Haughton Elevator & Machine Company, was placed in command. The lieutenant-colonel was Gen. George E. Wells, a distinguished officer of the Civil war. H. D. Waite was aide, and Randolph Miner adjutant. The captains were J. W. White, Capt. P. H. Dowling, Capt. L. F. Lyttle, Capt. C. W. Everett, D. R. Hunt and Maj. H. G. Neubert. Maj. E. O. Brown commanded a shotgun company and Lieut. E. H. Chase a pistol squad. This force, being immediately armed, took the field, restored general quiet to the city within a few days, and undoubtedly saved much bloodshed and property loss. The experiences of this occasion were useful at the time of the Overland strike in 1919.

The great strike of the mid-summer of 1894 did not so seriously inflame the passions of Toledo citizens. While rioting and arson and sabotage existed elsewhere, reaching almost to the point of revolution in Chicago, at Toledo, although again the Lake Shore was tied up, likewise the Wabash, the Ann Arbor and the Wheeling & Lake Erie, there was a minimum of disorder. The strike began in the last days of June, 1894, in the car shops of Pullman, Illinois, and was sponsored at first by the Knights of Labor, followed by the American Railway Union, a newly created organization of railway labor. Each of these organizations had branches in Toledo. So far as Toledo's labor interests were concerned, the antagonism of the strikers was mainly directed towards the General Managers' Association at Chicago in which the Lake Shore & Michigan Southern was represented. But serious disorder of railway traffic did not come to Toledo until after the 1st of July. Again the Lake Shore was tied up by seizure of the facilities at Air Line Junction. Some disorder occurred in the way of attacks upon individuals. At Air Line Junction a number of cattle in trains, switched and unable to proceed, were permitted to die of thirst and starvation, the strikers refusing to permit any assistance to them. Violent rioting occurred at Montpelier, Williams County, on the 2nd of July, on the Wabash and spread to every department of the Wabash in Toledo. The other focus of serious contention was at Manhattan Junction where, commanded by strikers, the Wheeling & Lake Erie and the Ann Arbor were tied up, and forced to suspend operations. The action of the government in using the regular army at Chicago caused the collapse of the strike.

In March and April, 1893, occurred the engineers' strike on the Ann Arbor. Out of this contest grew two important local court decisions which not only lie at the initiation of adjudication between organized labor and the employers in the Federal courts but which have had some political effect. The roads centering at Toledo, to avoid trouble with their own men, sought to boycott freight from the Ann Arbor. This brought a decision of Judge Ricks, in the Federal Circuit Court, allowing a mandatory injunction, compelling the roads to perform their duty as interstate carriers. At the same time, P. M. Arthur, the Grand Chief of the

TOLEDO STREET CARS IN MICHIGAN

November 9 to December 4, 1919, inclusive, during the period when off the streets by vote of the council and of the people at the November, 1919, election.

GETTING READY TO START THE FIRST CAR IN RESUMING STREET CAR TRAFFIC, DECEMBER 5, 1919, AFTER FOUR WEEKS OF WALKING

From left to right, Dewey C. Bailey, counsel for Henry L. Doherty & Company, New York; Frank R. Coates, president of the street car company; Federal Judge Killits; Cornell Schreiber, Mayor of Toledo; Chris Wall, Safety Director of Toledo; James S. Martin, Law Director of Toledo, now Judge of the Common Pleas Court; DeWitt Fisher, secretary to mayor; and Frank A. Frueauff, counsel for Henry L. Doherty & Company, New York.

Engineers' Brotherhood, issued notice to members of the Brotherhood of all roads centering at Toledo, directing that Rule 12 of the Brotherhood should be obeyed, which was to the effect that when a "legal strike" occurred on any road, members of the Brotherhood on connecting lines should refuse to handle the cars of the affected road. This particular feature of the situation came before the Circuit Court, presided over by Judge Taft and District Judge Ricks, and the famous mandatory injunction, which figured so largely in the presidential campaign of 1908 and which is still frequently referred to, was issued by Judge Taft in an opinion found in 54 Federal, 730, directing that Grand Chief Arthur withdraw the order. This Mr. Arthur did. The judgment of the court was never reviewed. About the same time, a Lake Shore engineer by the name of Lennon was attached for contempt for disobedience of Judge Ricks' mandatory injunction requiring the trainmen of other roads to handle Ann Arbor exchange freight. Lennon was tried for contempt, convicted and sentenced to pay a fine of $50, his case was reviewed on error by the Circuit Court of Appeals at Cincinnati and taken to the Supreme Court. It was twice reviewed by the Supreme Court, once on certificate from the Circuit Court hearing an application in a proceeding in habeas corpus, in which an important question of practice was settled, and finally, and on the merits, on certiorari to the Circuit Court of Appeals. In all the courts the providence of the injunction was sustained. The cases were particularly important aside from their effect on labor situations because they served to interpret the scope of the interstate commerce law which had been on the statute books but a short time.

Toledo, of course, suffered from the country-wide switchmen's strike of 1919, and from the equally extensive shopmen's strike of 1922, but on each occasion the inconvenience was substantially little more than that following a suspension of many train movements. In 1922, but two individuals were found worthy of any substantial punishment for disobedience to court orders issued to preserve the peace.

CHAPTER XXVII

PUBLIC UTILITIES

THE WATER SUPPLY PROBLEM—ARTESIAN WELLS—FIRST MOVE FOR WATERWORKS—FILTRATION PLANT—LATER IMPROVEMENTS—STREET RAILWAY SYSTEM—EARLY COMPANIES—ENTRY OF ELECTRIC OPERATIONS—CONFUSION THROUGH EXTENSIONS—LINES UNDER ONE COMPANY—NEW MANAGEMENT IN 1891—GENERAL PROVISIONS OF THE SERVICE-AT-COST ORDINANCE—ITS OPERATION—ARTIFICIAL GAS COMPANIES—ELECTRIC LIGHTING AND POWER SERVICE—HOT WATER HEATING—NATURAL GAS COMPANIES—TELEPHONE SERVICE—THE TELEPHONE STRIKE.

One of the first problems to confront the average American city is that of providing a sufficient supply of good, wholesome water for its inhabitants. The first settlers in Toledo depended upon ordinary wells, few of which were more than fifteen feet deep. These wells received the surface drainage, with its great mass of annually decaying vegetation. Many of them afforded only a moderate supply of water under the most favorable conditions, and during the great drought of 1838 most of them failed entirely. The water in the others was rendered unfit for drinking and domestic purposes. The epidemic of fever that year bears out the general hypothesis that much of the early sickness was due to the use of the water from such shallow, open wells.

For many years the question of Toledo's water supply was discussed, without finding the answer. Finally artesian wells were suggested, the theory being that, by penetrating the upper stratum of the bed of underlying rocks, an abundant supply of pure water could be obtained. Several wells, supposed to be artesian, were sunk, but without success. In the spring of 1850 Lyman Wheeler employed a well-driller to sink a well near his store on the corner of Monroe and St. Clair streets. In June water was struck at a depth of fifty-five feet and it rose to within six feet of the surface. The diameter of the Wheeler well was eight inches and it afforded sufficient water for a large part of the town. The superiority of this water led to the sinking of several other wells, varying in depth from sixty to one hundred feet.

On June 9, 1853, the city council made provisions for four public wells—one to be located at Lagrange and Summit streets; one at the corner of Cherry and Summit; the third at Summit and Adams, and the fourth at St. Clair and Washington street. Optimistic residents now thought the water problem was solved, but it was not long until it was discovered that the location of the public wells was such that many who lived at a distance received no benefit from them and other means of furnishing water began to be considered. At an election on August 16, 1855, the electors voted upon the proposition to issue city bonds to the amount of $25,000 for a water supply system. Of this sum $5,000 was to be used for a test well, deep enough to demonstrate that artesian water could be obtained in sufficient

quantity to supply the city. Several years were spent in experimenting before the idea of artesian wells was finally abandoned.

FIRST MOVE FOR WATERWORKS

On March 10, 1868, the city council appointed a committee, consisting of Mayor Charles A. King, City Engineer Calvin Crane, William C. Huffman and J. H. Whitaker, to visit Auburn and Lockport, New York, and examine the Holly system of waterworks in use in those cities. On the 17th of the same month the committee reported that they had carried out instructions, and submitted a tentative plan for a water system for Toledo, the estimated cost of which was $379,178. The proposed system included a Holly pumping engine and the following mains:

16 inch pipe	4,600	feet
12 inch pipe	13,600	feet
10 inch pipe	25,600	feet
8 inch pipe	4,300	feet
6 inch pipe	46,400	feet
Total	94,500	feet

Or nearly eighteen miles of mains. To build and equip this plant it was proposed to issue $500,000 of city bonds, payable in twenty years and bearing interest at the rate of 7 per cent per annum. The proposition to issue the bonds was submitted to the voters at an election held on April 6, 1868. In submitting the question to the voters, the council failed to state plainly where the water mains were to be distributed. A large number of the voters were under the impression that they would not be directly benefited by the system, because they would not be on the line of one of the mains, and the proposition was defeated by a vote of 2,695 to 567. In March, 1869, another proposition was submitted to the voters. It contemplated a bond issue of $100,000 to install a system of pumping water from the canal, chiefly for use in case of fire. This was also defeated by a vote of 2,673 to 1,000.

There the matter rested until October 3, 1870. On that date the council appointed Henry Phillips, J. G. Nolen, William St. John, Daniel Segur and Luther Whitney to investigate and report on the different systems, including artesian wells. The committee employed A. R. Ketcham as an engineer to make estimates of the cost of various systems and on February 2, 1872, reported in favor of the Holly system, to include twenty-five miles of mains, the necessary pumping machinery, valves, etc., the estimated cost of which was $500,000. Again the proposition of issuing bonds was submitted to the voters and at an election on April 1, 1872, it was indorsed by a vote of 3,480 to 1,082.

On June 11, 1872, pursuant to an ordinance passed on the 20th of May, John P. Freeman, Edward Malone and Carl Schon were appointed a board of waterworks trustees. They employed Moses Lane, of Milwaukee, Wisconsin, as chief engineer of construction. On December 9, 1872, Mr. Lane presented his estimate of $555,987 for a stand-pipe system. This was not satisfactory to the council, which was in favor of the Holly system, and after some delay and litigation a compromise was

effected by the appointment of a special commission to visit a number of cities and report on the system it considered most applicable to Toledo. That commission was composed of H. A. Boyd, J. D. Cook, J. T. Maher and J. S. Norton. After inspecting the waterworks in a number of cities, the commission reported on March 31, 1873, and, among other things, said:

"We are satisfied from knowledge obtained and the comparison of statistics given above, that for the use intended in our case, there can be but little question which engine should be selected. The efficiency of the pumping service of a city underlies the prosperity, comfort, safety and health of its inhabitants, and such efficiency is dependent to a great extent upon the durability of the engines and their freedom from accidents; and on these points, in the judgment of your committee, the Worthington Duplex is the most desirable. . . . The system of pumping directly through the mains on what is known as the Holly plan for fire purposes, is in use in several of the cities visited. After a thorough investigation and weighing all the available evidence, we are clearly of the opinion that it is not what Toledo wants. There remains, therefore, but the stand-pipe system for consideration."

The deadlock was now broken. Immediately upon the submission of the report to the council, that body passed an ordinance providing for a stand-pipe system. J. D. Cook was employed as chief engineer and the work was pushed forward with such vigor that on December 29, 1873, water was turned into the mains. The initial cost of the plant was $444,908.

FILTRATION PLANT

As established in 1873, the waterworks were located on the west bank of the Maumee River, on lots 16 and 17, River Tract No. 9, between Broadway and the river. The supply was taken from the river, to which there was considerable objection, but an analysis of the water in 1875, by Professor Douglas, of the University of Michigan, showed the water to be far better than generally supposed.

The question of installing a city filtration plant was discussed for several years before the matter took tangible form. In 1902 the waterworks commissioners—W. T. Davies, Henry Keller and William Kuhlman—appointed a "water purification commission" to make a complete investigation of the subject and recommend a plan adapted to Toledo's needs. That commission was composed of G. H. Benzenburg, of Cincinnati, William G. Clark, of Toledo, and Allen Hazen, of Milwaukee. At the same time Dr. W. C. Chapman, W. S. Brainard and Noah H. Swayne were appointed as an advisory board, to act in conjunction with the commission. After viewing the subject from every important angle, the commission reported in favor of obtaining a site somewhere above the city and using the Maumee River water as the source of supply. The mechanical system of filtration—that is by the use of chemicals—was favored instead of the slower process of filtering through sand, etc.

The Board of Public Works secured the services of Charles L. Parmelee, an experienced engineer of New York, to advise the local engineers in the development of the plan recommended by the commission, which plan was approved by the Ohio State Board of Health. Land was purchased of John Kemler and Judge John H Doyle for the plant and work was commenced in December, 1905. The main con-

tracts were let in May, 1907, to the Norwood Engineering Company, of Florence, Massachusetts, and at the same time William G. Clark succeeded Charles L. Parmelee as consulting engineer. Part of the work was sublet to Toledo firms, the A. Bentley & Sons Company building the pumping station and doing some other work. James Rooney installed the intake and the main conduit connecting the plant with the city mains was built by Watters & Tansey, McKinney Brothers and M. Rabbitt & Company. The cost of the plant was almost one million dollars and on February 24, 1910, the people of Toledo were supplied for the first time with pure filtered water.

Since the completion of the filtration plant numerous improvements have been made in the waterworks system by the installation of new pumping machinery, the extension of the mains into new districts, etc. On May 22, 1922, the city council passed an ordinance authorizing a bond issue of $275,000 for the construction of a ten-million gallon coagulating basin and two and one-fourth miles of twenty-four inch feeder to the West Toledo district. This move was the beginning of general improvements estimated to cost about three-quarters of a million dollars, which, when completed will give Toledo one of the best water supply systems in the country.

THE STREET RAILWAY SYSTEM

The Toledo street railway system is the outgrowth of several feeble efforts, the first of which was made on November 20, 1860, when the Toledo Street Railroad was incorporated. The first board of directors was composed of William Baker, James C. Hall, Silas Merchant (of Cleveland), John T. Newton, C. B. Phillips, William H. Raymond and Morrison R. Waite. On February 11, 1861, the city council granted the company a franchise to construct and operate a street railway from the boundary line between Toledo and Manhattan, along Summit Street to the bridge over the canal, thence by Ottawa Street and Broadway to the bridge of the Lake Shore & Michigan Southern Railroad. Cars began running on May 27, 1862, between Bush and Cherry streets, making trips every half hour. In September, 1865, the company was re-organized, several stockholders who lived in Cleveland then disposing of their interest to citizens of Toledo. Charles B. Roff was elected president and Josiah D. Cook secretary and treasurer. Early in the year 1882 the franchise was extended to permit the company to construct a line from the intersection of Summit and Cherry streets across the bridge to Starr Avenue. The first car crossed the river on September 5, 1882.

In April, 1869, the Adams Street Railway Company was organized by R. H. Bell, T. M. Book, E. H. Fitch, W. H. Machen and Henry Phillips, who constituted the first board of directors. About a month later a contract was let to build a line of street railway from Summit, over Adams Street and Ashland Avenue to Bancroft. Financial difficulties arose and the road was not placed in operation until 1872. In 1873 the line was extended through to and along Collingwood Avenue.

Another company organized in 1869 was the Toledo Union Street Railroad Company, which built a line from Summit Street over Monroe, Ontario, Washington and Dorr streets to Detroit Avenue. Theophilus P. Brown was elected president. In 1875 the company was re-organized as the Monroe & Dorr Street Rail-

way Company. Mr. Brown was continued as president, though some new capital was interested in the road.

On May 31, 1872, William Baker, E. H. Van Hoesen, E. D. Moore, A. E. Macomber, H. S. Walbridge and Wagner Swayne incorporated the Metropolitan Street Railway Company, to construct a line from Summit Street along Lagrange Street to the Manhattan road. The road was completed and placed in operation in October, 1873. Permission was obtained early in 1879 for the extension of the road from Lagrange Street over Bancroft, Cherry and St. Clair to Madison, and cars began running over the new line in November. In 1881 the road was extended along St. Clair Street south of Swan Creek. Two years later the Cherry Street line was extended to West Toledo. In 1884 the system passed into the hands of Cleveland parties and was operated by them until merged into the general system.

The Monroe Street Railroad Company was organized in 1873. It built the line from Summit Street out Monroe to Auburndale, terminating at Auburn Avenue.

The Toledo Central Passenger Railroad was organized in 1875 as the Erie Street & North Toledo Railroad Company. The first line of this company occupied Summit Street from North Toledo (Manhattan) to the old city line, thence by way of Erie to Cherry and Summit streets. In 1878 it was extended along Superior Street between Cherry and Monroe, thence by way of Monroe, Erie, Lafayette and Division streets and Nebraska Avenue to City Park Avenue. Later extensions were to Hawley Street and to Brown Avenue, with a branch down Erie to Field Avenue and thence to Air Line Junction by way of Western.

The situation in the early '80s was, therefore, the operation of six independent horse railways. Consolidation was obviously necessary, and was started through the incorporation, in 1884, of The Toledo Consolidated Street Railway Company. Quickly the Monroe and Dorr Street, the Toledo, the Monroe and the Adams were brought under the control and ownership of the new company. Five years later the Consolidated bought the Central and the Metropolitan but did not effect a complete consolidation of operations with the other four until 1895.

ENTRY OF ELECTRIC OPERATION

Electricity as motive power having proven feasible, two new companies to employ it came into being in 1889. The first to use it was the Toledo Electric Railway Company, known as the "Glassboro Line." This line was comparatively unimportant. The present Michigan Street route is part of it. The more important company, one whose entrance into the field changed completely the complexion of affairs, was The Toledo Electric Street Railway Company, organized by the so-called "Robison Interests." It was authorized to furnish both street transportation and electric lighting and power. Its franchises not only took it into unoccupied territory, but into parts of the populated district already occupied by the lines of the Consolidated, producing sharp and exasperating competition. The lines of this company became an important system, being those now known as the Bancroft Belt, Indiana-Stickney, and South, originally the Huron-South.

In 1890 The Ironville Street Railway Company was incorporated, building a line on the east side from Main Street along Front to Ironville.

About 1892 the Consolidated lines were electrified, and the days of the street car horse passed into history.

CONFUSION THROUGH EXTENSIONS

Thereafter, as the city grew, not only were extensions authorized of the established lines, but several new companies obtained franchises to occupy additional streets, the east side particularly receiving attention through lines to be laid out Oak Street and East Broadway. In consequence of the inconsiderate way in which franchises were allowed to satisfy promoters only, with little regard either to the present public welfare or the future growth of the city, the general system became arranged illogically, and in such a way that operation was expensively overburdened. It would not be interesting to detail the circumstances or even recite all of the companies whose privileges and obligations are written, when dealt with at all, in city and county records. When, in 1901, a new company took over all of the lines, it found itself under ninety ordinances of the council or resolutions of council and county commissioners.

It is sufficient to note that terms of the several franchises so differed that there was no uniform limitation of fares to be charged or uniformity in the safeguarding of public rights. Dates of expiration so varied, and cases of authorized extensions or combinations were so carelessly looked after that a continuous line might look forward to periods when it would be broken up into sections, some with and some without occupation rights. Rival lines necessarily overlapped in the business sections. The result was confusion, friction from rivalries, insufficient and expensive service. The effects of this careless and inconsiderate development are still felt. It is difficult, because of interests immediately served, to rearrange by abandonment and re-location lines once established and for some time economical operation will be hampered by competition between lines running into the same territory along parallel streets. Systematic and scientific re-routeing of several lines as yet necessary to bring about a successful reduction of operating expense consistent with best service.

In 1894 the Consolidated became The Toledo Consolidated Electric Company, soon thereafter absorbing the "Glassboro Line." In the next year The Toledo Traction Company was organized, effecting under its management and ownership a merger of all of the lines except those of The Toledo Electric Street Railway (Robison) Company. In 1896 the Traction Company purchased the Robison lines, being the final act of street railway merger. The identity of the Robison company, however, was preserved, by means of which device the two companies, although under mutual ownership, were handled separately, as if by two systems, and without reciprocity.

The car lines were grouped as follows: The present lines known as Indiana, Stickney, Bancroft Belt and Huron—South lines formed one group known as the Robison Lines. These lines transferred to each other. The other lines known as Long Belt, Short Belt, Oak Street, Ironville, East Broadway, Cherry, Dorr, Nebraska and Lagrange, Western Avenue and Summit-Broadway formed the other group and transferred to each other. The men were distinguished by the numbers on their badges. All numbers above 700 were those who had worked for the Robison interests, all others belonged to the Traction Company.

At that time there were six car barns. The Summit-Broadway cars were housed at the old barns at Orchard and Broadway. Huron cars ran out of Galena barns. Indiana-Stickney and Bancroft lines ran out of the old Canton Avenue barns near

Cherry Street. Oak, Ironville, Cherry, Western and Michigan ran out of the Cherry Street barns opposite the old Canton Avenue barns. East Broadway, Dorr and Nebraska-Lagrange cars ran out of the Dorr Street barns. Long and Short Belt cars ran out of the Ashland Avenue barns, now known as the Coliseum and Bowling Alleys. At the present time there are the four barns known as Galena, Starr, Dorr and Central avenues. Later, when the final consolidation of all lines was made and transfers and fares were uniform on all lines, the men were rated according to seniority in service irrespective of the line on which they worked.

By 1901, the various lines were so compacted that the record franchise contracts thereof were in the following named companies and individuals: The Toledo Consolidated Street Railway Company; The Metropolitan Street Railway Company; The Central Street Railway Company; Christopher W. McLean, Trustee; David Robison, Jr., Trustee; William A. Collins, Trustee; The Toledo Electric Street Railway Company and The Toledo Traction Company, all owned, however, by the last named. Five cents cash fare was the general requirement, but the Robison lines were allowed to collect fifty cents for eleven tickets, while the others were required to sell six tickets for twenty-five cents. No transfers were allowed between cars of the two systems. This difference in fare rates was maintained until December 31, 1911.

LINES UNDER ONE COMPANY

June 29, 1901, The Toledo Railways & Light Company, a corporation organized for the purpose, and known for nearly two decades of local politics as the "Big Con," consolidated all the street railway lines, and in 1907 acquired The Toledo Gas, Electric and Heating Company, the latter a merger of several old gas and electric companies. The new company found itself, after coming into possession of the artificial gas, electric and heating utilities, with a capitalization of over $13,000,000 and with a bonded indebtedness nearly as large.

The "Big Con" soon began to expand, early acquiring the stock of The Toledo and Maumee Valley Railway and of The Toledo, Waterville and Southern Railway, these two subsequently consolidating as The Maumee Valley Railways and Light Company. Four years later the control of The Toledo and Point Place Railway Company was purchased, afterwards effecting a consolidation, by purchase, with The Ottawa Beach and Southern Railway, forming what is now The Toledo, Ottawa Beach and Northern Railway Company. The Toledo Casino Company was also bought, as well as The Ottawa Park Street Railway Company. It also organized, in Michigan, The Toledo Beach Company, to promote the summer resort now known as Toledo Beach. In 1907 the control of The Toledo and Western Syndicate properties was obtained. These expansions beyond the confines of the city, except the Ottawa Park line, were not included in the transfer of street railways to The Community Traction Company in 1921.

Naturally the first aim of the new company was to straighten out franchise tangles. Its efforts started a civic dispute of great intensity, one which agitated the public mind for nearly twenty years, passing through many serious phases before its happy solution. Common as such troubles have been in American municipalities, for acrimony and duration and in its incidental effect on all important

phases of civic life, this in Toledo probably had no parallel in the United States. No student of the city's history for twenty years after 1900 may neglect a close study of its details if he would analyze the city's progress during that period. A full discussion of this feature of the city's history is reserved for a separate chapter.

NEW MANAGEMENT IN 1921

February 1, 1921, the street railway system passed into the holding and control of the new company, The Community Traction Company, under the ordinance adopted by the electors of the city at the election in November, 1920. The ordinance provided for the formation of such new company to have that name, with an initial capitalization of $8,000,000 of 6 per cent securities, subsequent increases in the form of preferred stock to bear 8 per cent, and that the street railway property, only, of The Toledo Railways & Light Company should be transferred to the new company in consideration for the $8,000,000 of bonds secured by first mortgage; that the operation of the street railway system should be by the new company under the corporate control of owners of The Toledo Railways & Light Company, but subject to supervision by the council under a city officer known as the Street Railway Commissioner, who is selected by a Board of Control of citizens, the members of which should serve without pay. This board was given authority to direct, in general, the policies of operation. Pursuant to this provision, the mayor appointed as such a board, W. W. Knight, Henry C. Truesdall and David C. Goodwillie. The board recommended the employment of Wilfred E. Cann, of Detroit, as Commissioner. Mr. Cann occupies that position as this is written. The duty of the commissioner is to enforce the provisions of the ordinance and represent the city in the operation of the system. All expense connected with the city's supervision is paid by the company and charged to operating expenses. The ordinance is necessarily a long one, consisting of fifty sections. Its life, under the Ohio statute, is for a term of twenty-five years, beginning on February 1, 1921. After describing the lines to be taken over by The Community Traction Company and other details of operation, financing, etc., including the construction of new lines, its important provisions are:

1. That The Community Traction Company shall issue and deliver to The Toledo Railways & Light Company its first mortgage bonds to the amount of $8,000,000, and issue and deliver to the commissioners of the sinking fund of the City of Toledo its common stock to the amount of $10,000,000, to be held in trust and turned over to the city as the mortgage bonds are acquired by the city for subsequent redemption. At the end of each six months' period, bonds are to be acquired by the city as apportioned by the ordinance, and to the extent of such acquirement the city becomes the owner of common stock. The interest on bonds coming into the city's ownership accrues to the fund with which to buy more bonds at the end of each six months' period.

2. Section 36 provides that: "Upon the expiration of this grant or any renewal thereof, if any of the bonds or preferred stock theretofore issued by the company in accordance with the provisions of this ordinance have not been redeemed as herein provided, then and in any such event, the city shall take over the street railway property of the company described herein, as the same then exists, and the company shall execute and deliver any and all deeds, assignments and

transfers necessary or proper to convey the title thereof to the city, or to such person as may be designated by the city to receive such title as hereinafter prescribed, and the city shall simultaneously therewith pay to the company a sum which will equal the amount necessary to redeem or purchase any of the said bonds and all of the said preferred stock as above provided, then outstanding, and which have not theretofore been redeemed and paid, as provided herein," etc.

3. Rates of fare, ranging from five cents with one cent for transfer to seven cents with one cent for transfer, are specified in the ordinance, which rates may be made lower or higher than the above, if the cost of operation decreases or increases and according to the state of the stabilizing fund. All increase or decrease in the rate of fare shall be calculated and published by the street railway commissioner at the time the new rate becomes effective. A "stabilizing fund" of $400,000 was established to regulate the fluctuations of fares, following the Tayler plan at Cleveland, and it is provided that the gross receipts of the company shall be applied: (a) To the expenses of operation, including salaries, wages, etc. (b) To create and maintain a maintenance and repair fund. (c) To create and maintain a depreciation fund for replacing or renewing any of the company's property and making minor improvements. (d) To create and maintain a sinking fund to apply on the first mortgage bonds. The proportions assigned to each of these funds are fixed by the ordinance and the balance, if any, goes into the stabilizing fund. As the sinking fund is applied on the bonds, they become the property of the city.

At the time the measure went into effect, the fare was seven cents and two cents for transfer. By its provisions, the fare for the first six months was fixed at six cents, with one cent for transfer. Mr. Cann, the commissioner, reported that during this period this fare effected a saving to the people of Toledo of $327,324.73. It proved, however, too low to meet the requirements of the ordinance and to protect the stabilizing fund, wherefore an advance was made to the next step in the schedule —seven cents, with one cent for transfer, six tickets or tokens for forty cents. This fare is paid cheerfully, the people realizing that the city benefits in the result.

OPERATION OF THE NEW ORDINANCE

The ordinance went into effect in the midst of most severe operating conditions and facing a time of low receipts because of depressing business conditions due to unemployment. The lines also suffered severely from motor bus competition, the effects of which are, in a large part, shown in the fact that car riding fell from 75,400,576 passengers in 1917 to 56,694,989 in 1921. Some of this loss of business was permanent because of the great increase of the use of automobiles. The result was a low level in August, 1921, of but $53,000 in the $400,000 stabilizing fund, necessitating higher rates of fare, as noted above. The worst of the motor bus competition was removed in midsummer of 1922 on the expiration of improvident bus licenses granted in 1921, and for that year, in part on account thereof, car riding increased to 61,229,361 passengers. These were classified as follows: Cash fares, 30,167,345; token fares (6 for forty cents), 17,602,140; children at one cent, 670,299; transfers at one cent, 11,111,895; free transfers to auxiliary lines, 672,111; employes' free passes, 985,571.

The revenues for 1922 were, from passengers, $3,413,510; miscellaneous, $252,-997.58; total, $3,666,507.58. The fixed charges of $42,500 for the depreciation

fund; $497,787.18 for maintenance and repair; $212,500 for sinking fund; $191,-116.50 for taxes and $1,875.30 for interest on temporary obligations, left $646,-106.46 as net income. After paying 6 per cent interest on the $8,000,000 of valuation bonds and 8 per cent on the $500,000 of preferred stock issued, the sum of $126,106.46 was available to increase the stabilizing fund. Wages and salaries took out of expenditures $1,267,737; power, $511,055, and maintenance $497,835.

February 1, 1923, after two years' operation, the city's interest in the company through its acquirement of bonds under ordinance provisions, with a corresponding amount of common stock, had become $364,000, with a balance of $62,020.23 cash on hand available to obtain additional interest at the expiration of the next six months' period. This sum will be enhanced, August 1, 1923, by $7,320 interest on city owned bonds, plus additions to the sinking fund. The stabilizing fund stood, at the same date, at $213,398.17. If no change should be made in capital account, the city's interest in the company promises to become twenty per cent within eight years, but the ordinance demands new capital within a very short time, for improvements and extensions, to the extent of a million dollars, to be represented by eight per cent preferred stock. Inevitably, however, by 1946, when the franchise expires, the public's ownership will be so large that the city will then command the situation.

At the beginning of 1923 the lines occupied 69.38 miles of streets, with 120.6 miles of tracks and terminals. It operated 225 cars and employed 1,291 persons.

In every respect this Milner ordinance, as it is popularly known, is working so satisfactorily as to greatly compliment its authors and the acumen of the electors who chose it. It provides that the city shall be represented in the corporate transactions of the company by a director. The first representative of the city on the Board of Directors was William L. Milner, Chairman of the Service-at-Cost Commission. After his death, September 2, 1922, S. O. Richardson, Jr., was chosen.

Each of the interurban lines, mentioned in the chapter on Transportation Systems, pays to The Community Traction Company a certain fixed amount for the privilege of using the city tracks, trolley wires, etc. The ordinance provides that this sum shall be fixed by contract every five years, subject to the approval of the city.

In 1922 there were four important cities in the United States, in addition to Toledo, operating their street railways under the service-at-cost plan. These were Cleveland, Cincinnati and Youngstown, Ohio, and Rochester, New York. The Toledo ordinance was drafted after the consideration of the workings of these plans. Cities all over the country are watching the results of the service-at-cost plan as it is exemplified in Toledo.

ARTIFICIAL GAS COMPANIES

On September 25, 1853, The Toledo Gas Light and Coke Company was incorporated by James Deveau, Thomas H. Hough, Matthew Johnson, Valentine H. Ketcham and Denison B. Smith, with a capital stock of $100,000. Books were opened for stock subscriptions in February, 1854, and on April 4, 1854, the organization of the company was completed by the election of Matthew Johnson, president; Denison B. Smith, secretary; John H. Whitaker, treasurer. These officers, William Baker and Morrison R. Waite, constituted the first board of directors.

Shortly after the election of officers and directors, a contract was awarded to Lemuel H. Davis for the construction of gas works and the laying of mains. The contractor was so energetic that by that winter the streets were under gas light.

In 1873 The Citizens Gas Light Company was incorporated. It soon came into the hands of the older company. In 1901 The Toledo Gas Light and Coke Company leased for twenty years the city's pipe lines laid for its disastrous experiment in municipal ownership in the distribution of natural gas. In 1905, these two artificial gas companies were merged into The Toledo Gas, Electric and Heating Company. In 1907, the artificial gas business of this last named company passed by purchase into The Toledo Railways and Light Company, now The Toledo Edison Company.

In 1922, The Toledo Edison Company laid nearly twenty-two miles of new gas mains. During the year it served, through 460 miles of mains, 1,615,672,000 feet of gas to 7,255 customers.

ELECTRIC LIGHTING AND POWER SERVICE

The first electric light plant in Toledo was established in 1881 or 1882 by C. C. Warren, who located his business at the corner of Erie and Monroe streets. Owing to limited capital, Mr. Warren's operations were very limited, and little of the subsequent history of his venture is known. Other small efforts in this line were made by various individuals with indifferent success and no permanency of establishment.

The year 1887 witnessed the first step on a large scale at electric light distribution, when the Western Electric Light and Power Company was organized as an adjunct to the consolidated artificial gas companies. Later came (in 1889) The Toledo Electric Railway Company, noted above, with light and power distribution privileges, and, almost simultaneously, the Robison Company, The Toledo Electric Street Railway Company.

In 1896, The Toledo Consolidated Electric Company obtained the franchise of The Western and bought the light and power distribution privileges of The Toledo Electric Railway Company. Then nearly all the electric light and power interests were divided between two companies, the Consolidated and the Robison. In 1898 these interests were consolidated in the Robison branch of The Toledo Traction Company which had absorbed the Robison interests in 1896, without, however, destroying the entity of the Robison corporation. There remained yet as a competitor in the electrical field The Toledo Heating and Lighting Company, whose genesis will be noted later. This company, having combined with the artificial gas companies, in 1905 became The Toledo Gas, Electric and Heating Company. The last named company's service of electric current was to residences in the western part of the city. This company was acquired by the Robison interests, which again became a competitor in the electric field. By arrangement with the independent telephone company, enabling it to use the down-town conduits of the latter, the new Robison Company entered the business district. In 1907, competition, bidding fair to be destructive, ceased through the acquisition of this company by The Toledo Railways and Light Company, now The Toledo Edison Company.

In 1916 The Acme Power Company was incorporated by Henry L. Doherty and associates. A high tension power plant was erected on the river bank at the

foot of Licking Street, and high tension lines were carried on high steel towers across the river to the plant on Water Street between Adams and Madison and thence distributed. The extensions of the high tension system since 1916 have been very great. In 1922 twelve miles of belt line were constructed, carrying two 250,000 C. M. circuits on seventy foot steel towers along the north side of the city, occupying the Terminal Railroad right of way, and crossing the river at the Terminal bridge. At the close of 1922 the Edison Company, which had theretofore acquired the Acme Company, had 375 miles of pole lines and 246 miles of underground conduits. The conduit carrying power to The Willys-Overland plant was the largest of its kind in the world. The number of customers served was 54,197, and the number of kilowatt hours sold was 182,358,530.

HOT WATER HEATING

In 1894 Homer Yaryan and associates incorporated The Home Heating and Lighting Company, to employ the Yaryan system of heating from a central station. In 1898 its business was sold to The Toledo Heating and Light Company, later acquired by The Toledo Gas, Electric and Heating Company, and finally becoming part of The Toledo Edison Company through absorption by The Toledo Railways & Light Company in 1907, as noted above.

In 1922, The Toledo Edison Company operated for this part of its business three plants: On Detroit Avenue, with 4,320 H. P. boiler capacity; Floyd Street, with 1,750 H. P. capacity, and on Twenty-second Street with 1,850 H. P. capacity. During that year 776 customers were served with 978,680 square feet of radiation. The amount of coal used was 32,659 tons. The system supplied heat to about one-third of the buildings, principally residences, within an area of about three square miles.

NATURAL GAS COMPANIES

The natural gas now consumed in Toledo is supplied by The Northwestern Ohio Natural Gas Company, of which Mr. J. W. MacMahon is president. This, an Ohio corporation, is also supplying natural gas to the citizens of Maumee, Perrysburg, Bowling Green and North Baltimore. The company was organized in July, 1886, at Fostoria by Ex-governor Charles Foster, John Wilkinson, William M. Day, M. M. Miller and W. C. Brown. Its first operations were in its home town, getting its supply from the new wells in Wood and Hancock counties. As the field developed the company entered Toledo, obtaining a franchise for that purpose September 6, 1886. On the same date, a local company, The Toledo Natural Gas Company, obtained a similar franchise, and both companies proceeded to lay lines and furnish gas under their respective grants. The officers of The Toledo Natural Gas Company at the beginning were L. H. Smith, president; John Cummings, vice president, and W. F. Crane, secretary and treasurer. In 1889 the Northwestern Company absorbed the Toledo Natural Gas Company, since which time it has had the local natural gas field to itself except for an attempt, at the crest of the production of gas in northwestern Ohio, by the city to establish a municipal plant. This disastrous venture is referred to in the Chapter on City Finance. It was almost a total loss, and the bonded indebtedness has been a

heavy load for the city to carry. At one time the Northwestern Company supplied gas also to Fremont, Sandusky, Bellevue, Clyde and Norwalk. As the gas production declined in Ohio, an effort was made to get a supply from Canada, then a promising field, but this had to be abandoned, and later a line was laid into Fairfield County, Ohio, whence a fair supply of gas was obtained, but in 1902 the Ohio fields were abandoned and lines laid to West Virginia where the raw material for Toledo use is at present obtained. The company does a large business in Toledo, the source of the fuel supply for many residences.

TELEPHONE SERVICE

The first telephone in Toledo was placed in operation on January 20, 1878, between the Western Union Telegraph office, at the corner of Adams and Summit streets, and the railroad ticket office in the Boody House, at the corner of St. Clair Street and Madison Avenue. The second telephone line connected two stores owned by F. W. Preston—one on the corner of Summit and Walnut streets and the other on Monroe Street. This line was about three-fourths of a mile in length. The success of the Preston telephone awakened an interest in the new method of communication and was influential in bringing about the establishment of a general system.

Later in the year 1878 the Bell and Edison companies both established exchanges in Toledo. The Bell Company was represented by John M. Wheeler and S. C. Schenck, and the Edison exchange was under the management of James M. McNamar. After a few months the rival interests were consolidated under the name of the Midland Telephone Company. Still later the Toledo exchange became the property of the Central Union Telephone Company, which still owns and operates the system under the name of The Ohio Bell Telephone Company, with Andrew J. Mellen as district manager. The first long-distance telephone connection established in Toledo was with Detroit, a distance of sixty miles. The line was opened for the transmission of messages on August 25, 1882. Newspapers in both cities commented upon the events as a "wonderful achievement," though forty years later it is nothing unusual to talk over the wire for hundreds of miles.

Men from Toledo and nearby towns in northwestern Ohio were early in the independent telephone field. Their operations extended into distant parts of the country and the city became an important focus for opposition to the Bell monopoly. On July 26, 1902, having organized the Ohio State Telephone Company—commonly called the Home Telephone Company for the purpose—the independents installed their first telephones in Toledo. This company at that time had only about a score of patrons, but its business has grown until in 1922 it had nearly twenty thousand instruments in the city and also operates exchanges at Holland, Maumee and Whitehouse. The Bell Company at the same time had an equally large list of subscribers in the city. The officers of the Ohio State Telephone Company in 1922 were: C. Y. McVey, president; F. R. Huntington and F. L. Beam, vice presidents; W. L. Cary, secretary; E. R. Sharp, treasurer. All these officers were located at Columbus and A. W. Surrell was manager of the Toledo district. Steps were taken early in 1922 for a merger of the two companies, which was effected under the corporate name of The Ohio Bell Telephone Company. Merger of operations, however, was necessarily delayed because of physical difficulties.

THE TELEPHONE STRIKE

In another chapter is noted the labor disputes with the street railroad company. In the labor history of the city a few other controversies in the nature of strikes have occurred respecting public utilities. That which needs notice at all, and by far the most serious, was the one originating in November, 1916, affecting the Ohio State Telephone Company and conducted under the auspices of Local 245 of the International Brotherhood of Electrical Workers. This strike was accompanied by a great deal of violence, directed to individuals who were attempting to serve the company and also, in a very large measure, affecting the physical organization of the company. At more than a score of places the company's lines and cables were cut, in some instances in such a way as to make detection of the locality of injury difficult of ascertainment, the work having been done by skilled striking employes. By violence repair crews were intimidated in making proper connections, a large number of assaults, accompanied, in some instances, by physical injuries, being reported. At one time the lines serving all the city function, including the fire department and the police and all of the city hospitals, were damaged beyond use. The part played by the company as an instrumentality of interstate commerce became very seriously impaired. This situation furnished jurisdiction to the Federal Court into which, in December, 1916, a number of citizens, joining in a representative suit, entered with a complaint asking for a mandatory injunction for the restoration by the company of inter-state service, and for such control of its operations in the performance of service that would secure the same. The evidence showed that local agencies for preserving the peace were ineffectively accomplishing their duty. The union named above also became a party to the proceeding on its own application. An injunction was issued by the court to secure both performance of its duties by the company and protection to the company in such performance. Under the influence of the court's action, disorder subsided, and the strike gradually wore itself out. The case, 240 Federal, p. 759, has been extensively and approvingly cited.

CHAPTER XXVIII

THE STREET RAILWAY CONTROVERSY AND THE INDEPENDENT MOVEMENT

ELECTIONS OF JONES AS MAYOR—STATE LAWS AFFECTED BY THE DISPUTE—BEGINNING OF THE STREET RAILWAY CONTROVERSY—THE BIRTH OF THE INDEPENDENT PARTY—THE DENMAN-DOYLE-PUGSLEY ORDINANCE—THE "PETITION IN BOOTS"—THE WHITLOCK ADMINISTRATIONS, 1906-1911—THE COMPANY'S AFFAIRS EXAMINED—WHITLOCK'S FOURTH ELECTION—DEFEAT OF THE INDEPENDENTS; THE SCHREIBER ORDINANCE—EXPERT OPINION AGAINST THREE-CENT FARE—THE DOHERTY SUIT—FREE RIDING; THE CITY ENJOINED—THE CITY VOTES FOR MUNICIPAL OWNERSHIP—THE DOTSON ORDINANCE—STRIKE OF 1916—COMMUNITY OF INTEREST PLAN—THE ELECTIONS OF 1915, '17, '19—STRIKE IMMINENT IN 1918—THE OUSTER ORDINANCE—WORK OF THE COMMISSIONS—SERVICE-AT-COST PLAN ADOPTED—END OF THE STRUGGLE.

Enmities engendered through the rivalries of the old street railway companies, the exasperating inconveniences suffered by the public because of the character of service, and the large capitalization and indebtedness of The Toledo Railways & Light Company upon which the people were led to believe fares would be based were some of the factors of the prolonged dispute over franchise conditions, referred to in a previous chapter and which lasted substantially twenty years. To these were added antagonisms because of political indiscretions and tactlessness which the new company's necessities led it into. That a new franchise was highly desirable from the standpoint of both sides was obvious, but neither was sensibly disposed to make concessions which, it is now seen, would have been mutually profitable at the time. Public opinion finally reached so irritable a condition that the question soon invaded municipal politics and, practically at every election for eleven years beginning with 1904, sometimes forcibly, sometimes naturally, it became the principal issue. Generally, the business element pressed for a franchise as a stabilizing influence, but other classes, more interested in individual service, were antagonistic. It came to pass that the dispute began to affect, profoundly, the business morals of the city, finding a culmination, in that particular, in the free riding of 1914. To a very noticeable extent, also, the citizenship became divided socially. There can be no question but that the prolonged agitation had a serious tendency to retard the city's advancement in population and prosperity, and to impede the development of a unity of feeling and established civic sentiment without which no community may reach its best prosperity.

ELECTIONS OF JONES AS MAYOR

While the Independent movement in local politics began before the street railway agitation became very active, in fact the two became so interwoven that they must be treated together, therefore, in order to obtain a better grasp of the matter, it is necessary to go back a few years and notice the elections before the street railways were consolidated. In 1897, a deadlock in the Republican city convention brought about the nomination for mayor of a "dark horse," Samuel M. Jones, a prominent manufacturer. The election gave Mr. Jones a plurality of 534 votes, a poor showing at that time for a Republican candidate. It was due, however, not to any question of the candidate's worthiness, but to factional rivalries which his candidacy did not heal, as he was not in the ordinary acceptance a politician. Of an independent spirit, he soon became resentful of what he conceived to be unwarrantable dictation by his party organization looking to control of his official action. In 1899 the question of his re-nomination was seriously disputed, the Republican city organization undertaking to defeat him, and many of the ward gatherings choosing delegates to the convention were marked by violence, with charges of fraud. By that time Mr. Jones had acquired a very large and determined personal following which admired his independent course. A number of his friends, fearing fraud at the convention, by breaking down doors forced entrance to the spectators' section of Memorial Hall where the gathering was held. On the first ballot, out of 253 delegates elected, 251 voted, Mr. Jones receiving 126, and the organization candidate, Charles E. Russell, 125. The chairman declared there was no nomination, on the theory that it took a majority of all the delegates elected to nominate, and ordered a second ballot. This, had after some delay, gave Mr. Russell a clear majority. A great turmoil ensued, in which charges of fraud were reiterated by Mr. Jones' friends. After much confusion, the latter succeeded in announcing his determination to stand as an independent candidate to dispute the Russell nomination as not honestly produced. The vote which followed exhibits the extent of public feeling. The independent candidate was opposed by every daily newspaper, no one of which allowed him even paid publicity. Men of prominence in business, professional and social affairs, whose party loyalty generally was secure, exerted themselves very actively in the campaign, which, on the part of the Jones candidacy, was accompanied by all the old-time incidents of parades, lively mass meetings and the like. The election gave Mr. Jones 16,773 votes to 4,266 for Mr. Russell, Republican, and 3,128 to Patrick H. Dowling, Democrat. After two years of somewhat stormy administration, Mr. Jones was re-elected in 1901, receiving 12,576 votes as an Independent to 9,435 for William V. McMaken, Republican, and 398 for Henry Bowers, Democrat. In 1903, Mr. Jones was elected for the fourth time, the vote then standing, Jones, 10,350, John W. Dowd, Republican, 7,491, C. M. Edson, Democrat, 4,266, T. A. Bragg, Socialist, 538, the Republicans electing most of the city officers and a majority of the Council. The steady decline in the Jones independent vote in the two succeeding elections after 1899 was not due to any lack of appreciation of his character or disapproval of his independence in political matters, but to a disagreement among many law-abiding people with his "Golden Rule" theory as applied to law-breakers, it being charged with some degree of proof so far

as the city's criminal statistics were concerned, that this theory was making of the city a harbor for criminals.

STATE LAWS AFFECTED BY THE DISPUTE

As a result of one of the contentions between Mayor Jones and the Republican organization, an historic upheaval occurred in the state laws concerning the organization of cities. Local interests were effective in persuading the Legislature of 1902 to pass the Act of April 17 of that year, 95 Ohio Laws, 203, which gave the governor the power to control the police force in Toledo through the appointment of police commissioners. Mayor Jones resisted the entry into office of the commissioners appointed by the governor under this Act, whereupon mandamus proceedings were begun against him and the existing police board in the Supreme Court. That court decided, June 26, 1902 (66 Ohio State Reports, 453), that this Act, being a special act for the government of cities, was unconstitutional. The effect of the decision was not only to upset all special acts relating to municipal government, of which there were several, but to force a calling of a special session of the Legislature to enact a new municipal code, having general force throughout the entire State. The Legislature convened in extraordinary session August 25, 1902, and passed such an Act, which is, with sundry amendments of detail, in force at the present time throughout the State except where, under the home rule provisions of the new Constitution, special charters have been adopted, which is now the case in Toledo.

BEGINNING OF THE STREET RAILWAY CONTROVERSY

It was not until the fourth term of Mayor Jones had begun that the street railway question was definitely injected into political contentions and began its heated career. The mayor had for subordinate officers and a majority of the councilmen those who owed their positions to the political organization which he had been persistently fighting. In the spring of 1904, the Council passed an ordinance extending to The Toledo Railways & Light Company a street railway franchise for twenty-five years. This the mayor vetoed. It is probable that this measure was dictated by the company for it aimed at little more than to extend, on old terms and for a definite period for all the lines, the many franchises whose expirations varied and many of whose periods were approaching conclusion. Opposition to it had many points of justification, but the feeling between the mayor and the rest of the city officiary left no room for cool and coöperative deliberation to meet a situation which then needed dispassionate solution to meet the city's best interests. The Council made preparation to override the veto, having votes to accomplish this result, but a large body of citizens gathered outside the council chamber and registered such indignant protests that the subject was postponed. Soon after (July 12, 1904), Mayor Jones died, and Robert M. Finch, president of the Council, succeeded to the unexpired term.

THE BIRTH OF THE INDEPENDENT PARTY

The death of Mayor Jones left his followers somewhat at sea. The Independent party was then essentially personal, and the mayor's death left it without a

head. To discuss the situation, a meeting was held July 26, 1904, at the office of Elisha B. Southard, attorney, in the Nasby building. Eleven citizens were present at this meeting, namely; A. A. Moody, E. M. Beard, L. W. Morgan, A. E. Overmyer, William Cowell, Johnston Thurston, C. M. Robinson, L. F. Towers, W. S. Thurstin, Sr., E. B. Southard and Frank H. Geer. An organization was effected, perfected at adjourned meetings rapidly held, until each ward was effectively entered and men to be trusted selected to join in an independent movement, to concern itself generally in local affairs and to develop thereby an effective opposition to political machines and machine methods. At the ensuing election a full Independent ticket was in the field, supported by committees, local and general, whose personnel commanded respect and assistance.

THE DENMAN-DOYLE-PUGSLEY ORDINANCE

In the meantime a serious attempt was made at a satisfactory ordinance. A resolution passed the Council, after the mayor's veto, devolving the duty of preparation upon City Solicitor U. G. Denman, who asked that the best talent in the city be induced to assist him. In this way was obtained the collaboration of Hon. John H. Doyle and Hon. I. P. Pugsley of the Common Pleas Court, who approved the work as it was submitted for the Council's action. This measure was a sincere and able attempt to safeguard the city while, at the same time, to deal justly with the service company. The state of confusion then existing is shown by the measure's recitation of ninety ordinances and resolutions of Council and the County Commissioners, then effective and throwing a great variety of obligations upon both the city and company, but which were to be superseded by the new legislation which bound the company to surrender all its previous rights. A blanket franchise was provided with a life of twenty-five years, with an option in the city to purchase at the end of the period at a valuation to be then ascertained, of which a franchise was not to be considered as a factor. Service was to be regulated by the City Council, and forty improved cars were to be immediately put into operation. Within the first nine years the company was to expend two million dollars in extensions and betterments. The fare to start with was to be five cents cash; children under six, free; children from six to twelve, two cents; six tickets for 25c or twenty-five tickets for a dollar. A provision was had for the reduction in price of tickets to seven for 25c when gross receipts reached a certain relation to car miles, exhibited by operation, and a further reduction to eight tickets for 25c when the relation of gross receipts to car miles changed still more definitely in favor of the company. This ordinance was submitted to the Council in the early fall of 1904. The committee to which it was referred reported favorably October 19, and the 24th of that month was appointed for its consideration by the full Council.

The fact that the complexion of the Council might soon be modified was one of the things which prejudiced the measure at this time. The Legislature had recently changed the time of city elections from spring to November and it came about that at the election of 1904 were to be chosen one-half of the city's war representatives in Council and one councilman-at-large.

THE "PETITION IN BOOTS"

In the meantime, the movement for the re-organization of Independent voters had been going steadily forward, and a call was now issued for them to meet at a hall on Superior Street, near Jefferson Avenue, an hour before the time for the Council meeting to open on the evening of October 24. The number in attendance was too large for the hall. Mr. Southard presided, and Johnston Thurston outlined the program for a "petition in boots." A committee was sent ahead to gain access to the Council chamber and keep those on the outside informed as to what was going on. This committee asked the Council to hear their spokesman, but the request was not heeded. The signal was then given to those outside and from six hundred throats came the cry: "This is call number one. Let franchise alone!" This was repeated three times, then an ominous silence followed for a few minutes. Then came the admonition: "We retire to our hall, to return tonight if necessary." The "petition in boots" returned to the hall on Superior Street and a few minutes later the committee came in with the information that the Council had adjourned without taking any action on the franchise ordinance.

The main objection to the proposed ordinance was that it gave the company the right to charge a five-cent cash fare, or twenty-five cents for six tickets. Immediately after the council meeting of October 24, 1904, the members, or a majority of them, decided to amend the ordinance, requiring the street railway company to sell seven tickets for a quarter.

The amended ordinance, above referred to, came before the council on the evening of October 31, 1904, right on the eve of the city election. The council was accused of trying to take "snap judgment" by forcing through an ordinance just before election, and again the "petition in boots" was assembled, much larger than on the former occasion. Fully one thousand men gathered outside the Valentine building, in which the council was in session. The street rang with such shouts as "Let the franchise alone!" "There is no hurry!" "You have not our confidence!" etc. But this time the council was not to be intimidated. The ordinance passed by a vote of 13 to 3, after Mayor Finch had earnestly counseled its postponement. The thirteen members who voted for the ordinance were escorted home by policemen and the mayor and the three opponents were greeted with cheers by the populace. A few days later Mayor Finch vetoed the ordinance. By common consent the question was allowed to rest during the remainder of the life of that council.

As a matter of retrospect, it is difficult to see any fair objection to the Denman-Doyle-Pugsley measure. To meet the requirements of necessary service, it had much to recommend it, as well as its provisions for adequate expansion of service as the city grew. Respecting the restrictions on opportunities for imposition on the public by the company, it was far in advance of most franchises in other cities, then allowed or under consideration. But already there had grown up a feeling against a five-cent fare as excessive, and many people were becoming stubbornly of the opinion that three cents were sufficient when made the basis of sale of tickets. The clash between the mayor and the council over the first ordinance in the spring of the year intensified the division of the people and so embittered opinion that the later ordinance undoubtedly never obtained the calm considera-

tion to which it was entitled. One thing is certain, as proven by subsequent events, this ordinance would have bankrupted the company had it been effective throughout the subsequent period of contention and, had the company been able to do business under its restrictions which is now known to have been impossible, for the terms would have forced a receivership within fifteen years, millions of dollars would have been saved to the people of the city in street railway fares.

The election of 1904 resulted in a substantial victory for the new Independent party. Its candidate for councilman-at-large, Adam Schauss, swept the city, receiving a plurality over A. D. Hobart, Republican, of 2,474, although the Republican presidential ticket received 12,845 plurality. The Independents also elected several councilmen as well as minor city officers.

THE WHITLOCK ADMINISTRATIONS, 1906-11

One of the men prominent in the Independent movement, having filed a brief in the action in the Supreme Court, referred to above, was Brand Whitlock, who was chosen by the Independents as their candidate for mayor in 1905. The vote on this election stood, Whitlock, Independent, 15,326; Robert M. Finch, Republican, 10,517; C. M. Edson, Democrat, 8,129; Dr. Reed, Socialist, 859; Clarence Willard, Independent, 331. The Independents also elected the city solicitor, C. S. Northup, and made complete their control of the council. Nothing effective marked the first Whitlock administration respecting the street car question. In 1907 Whitlock was re-elected, the vote standing, Whitlock, 15,787; R. A. Bartley, Republican, 9,277; B. C. Stephenson, Democrat, 1,060; T. C. Devine, Socialist, 672. Nor was anything substantial accomplished on the street car question during the second administration of Whitlock who was elected for the third time in 1909, receiving then 15,642 votes; with 10,582 for David T. Davies, Jr., Republican; 741 to William Patterson, Socialist; 491 to Joseph F. Eger, Democrat. During Whitlock's third term, many of the important franchises expired, but no progress was made towards any settlement. The feeling against the company was so intense and growing so steadily that no one known to favor the street car company had any chance of election. Substantially the only definite action taken on the subject was the passage in July, 1911, of an ordinance providing that on streets where franchises had expired the street railway company should pay a rental of $250 a day unless the company would consent to give a three-cent fare.

THE COMPANY'S AFFAIRS EXAMINED

The rental ordinance served no office but to widen the breach between the Independent administration and the company. Undoubtedly most, if not all, of its sponsors were sincere, but its terms were so impossible that only a heated mind could see anything but futility in it. To have enforced it would either have destroyed transportation or have thrown the company into bankruptcy. Out of the contentions the ordinance developed, however, came an informal agreement, effective with January, 1912, that the fare should be on all lines five cents cash, six tickets for a quarter, with five tickets for fifteen cents, good only for two hours in the morning and two in the evening, with one cent charge for a child. These rates, put in operation in January, 1912, remained in effect until April, 1916, when they were changed as hereafter noted.

The company also proposed to bear all of the expense of an expert examination to bring about a showing of facts supporting a proper rate, the city to choose the examiner. The city selected the well known auditing firm of Nau, Rusk and Swearingen, of Cleveland, who made the proper examination, reporting exhaustively April 24, 1913, with a summary and explanation addressed to Mayor Whitlock privately, but in his official capacity, by Mr. Carl H. Nau under date of April 27, 1914. Mr. Nau had personally conducted the investigation for his firm. The investigation, which cost the company $25,000, started after May 1, 1912, and the period of four months from January 1, while the morning and evening three-cent rate was in force, was put in comparison with the corresponding period of 1911, although, for general purposes, the entire business of the company for the years 1909-1912, inclusive, was put under analysis. The result of this audit will be noted later.

WHITLOCK'S FOURTH ELECTION

In 1911, Mr. Whitlock was elected mayor for the fourth time and received as an Independent candidate, 11,590 votes, Carl H. Keller, Republican, receiving 8,531; William F. Ries, Socialist, 5,197, and C. S. Ashley, Independent Democrat, 3,197.

During the period to and including 1913, skilfully played upon by influences and interests, many of which were undoubtedly selfish, but supported by many sincere citizens, the sentiment that a three-cent fare was ample under all circumstances for street railway revenue grew in intensity. The public had been fed with so much discussion of over-capitalization that many of the voters ceased to have any regard for the obligation to provide adequate returns for the real investment. Discussion of the question from a business standpoint was not listened to. Almost hysterically a very large portion of the electors embraced the three-cent fare as if it were a sanctified institution. Anyone who attempted by urging from cold facts to show the inadequacy of revenue so limited was likely to be denounced, even publicly, as a purchased friend of the "Big Con" and an enemy of the people.

In the spring of 1913, a New York partnership, Henry L. Doherty & Company, acquired control of The Toledo Railways & Light Company, and took over the management of its interests, beginning negotiations for renewed franchises, a task soon found to be impossible, as public sentiment then affected the situation.

DEFEAT OF THE INDEPENDENTS—THE SCHREIBER ORDINANCE

Mr. Whitlock refused to be a candidate for the fifth time, wherefore in 1913 the Independents named Judge Charles E. Chittenden of the Circuit Court bench. The Republicans again nominated Carl H. Keller, and a third candidate came into the field, also as an independent, in the person of Cornell Schreiber, who had been identified with the Independent movement and who was city solicitor in the fourth Whitlock administration. The street railway question, for the first time in ten years, was not an issue at the election, for every candidate on every ticket was definitely pledged not only to work for but to fight for the sacred rate of three cents. In his campaign for mayor, City Solicitor Schreiber first broached the

idea of utilizing the expiration of the Robison franchises in the following March as a means to force the company to accept this rate. He, by speech and publication, promised to bring it about for all lines in three months after his term began should he be elected. The other candidates, however, were so acceptable on this issue that the vote was as follows: Keller, Republican, 16, 897; Chittenden, Independent, 9,507; Schreiber, Independent, 4,073. This election marked the end of the Independent party, without having settled a question toward which most of its efforts were addressed.

Many law-abiding citizens were finding the same fault with Mayor Whitlock's views of the handling of crime which impelled them to leave Mayor Jones, and the adoption of a provision for home rule as an amendment to the State Constitution which promised to give the people of Toledo a chance for a non-partisan system of city government weakened the reasons for a continued existence of the party. Many citizens also began to feel that control of the movement was being absorbed by those who had purely selfish interests to serve. Its influence, however, survived and was a large factor in the adoption, in 1914, of the present city charter which attempts to secure, as far as a fundamental law may, non-partisanship in municipal affairs. Another temporary influence entered into the campaign of 1913 which was also effective in obscuring the Independent principle.

Mayor Keller and every member of the council elected in 1913 was not only pledged to three-cent fare, but there was framed and hung up in the council chamber this pledge in writing, signed by the councilmen. The Robison franchises, disintegrating the street railway system, were due to expire with March 27, 1914, and all the principal other franchises were already out-lived. Soon after the election in November, 1913, and six weeks before the new administration came into power, the old Council, at one session under suspension of the rules and without notice to the public or to the street railway company, passed an ordinance known as the "Schreiber ordinance" fixing the street railway fare all over the city after March 27, 1914, at three cents, with universal transfers, and directing the city solicitor to enter the State courts for an order to enforce obedience in case the company failed to comply with its terms. This ordinance was immediately approved by Mayor Whitlock.

Such was the situation when the Keller administration came into office. Its enemies, defeated at the polls, had laid down for it lines of action which, unless the new administration abandoned its definite pledges, would bring about a fight to a finish with the street railway company on the subject of three-cent fare.

EXPERT OPINION AGAINST THREE-CENT FARE

It is the duty here of the candid historian to note a circumstance which did not become public for more than a year, but which, in the interest of public enlightenment, and, at the same time, to sober public sentiment, it would seem should have been brought to the attention of the people with little delay.

It has been shown that an exhaustive report was made in April, 1913, by the city's own experts, of the necessities of the company which should be regarded in fixing fares. The detailed report involved, among other things, a comparison of the first four months of 1911 and 1912 in an effort to find data on the mooted question whether reduction of fares would sufficiently increase revenues through

increased patronage. In great detail, also, the report exhibited the company's business experiences and necessities for the years 1909 to 1912, inclusive. Mr. Nau's private letter to the mayor, of April 27, 1913, already noted, was written to summarize his report, in its effect, on the vexed and acute subject of three-cent fare as an adequate rate. It was introduced by this paragraph:

> "It occurred to me, however, that it would be interesting to you to have me point out for your private information just what these figures seem to mean translated into a rate of fare."

The letter proceeded with an analysis of the summaries of the report, assuring the mayor that, as the latter was reminded, Mr. Nau had theretofore privately and orally advised him, "a flat three-cent fare would not be possible" under existing conditions, and whether it ever would be possible would depend upon several factors, first, the determination of a fair valuation upon which a rate of return could be based, and later, upon a re-routeing and general rehabilitation of the system and a study into present conditions of prices and wages, saying that, "in terms of money, of course, the rate of fare is fixed but the prices of material and the wages for labor are not so fixed in the terms of a cheapening money unit."

Of course it should be left to speculation what effect a timely publication of the fact that the city's own street railway expert, basing his conclusions upon an exhaustive research into the experiences of the company, had advised the mayor that a three-cent fare was impracticable, might have had in stemming the growing public determination to insist on that rate, a determination so inflexible that it afterwards resulted in an exhibition not creditable to the city's good sense. Whether the Council and City Solicitor Schreiber knew of Mr. Nau's advice to the mayor when the Schreiber ordinance was passed is not known. The city was forced to admit, in the litigation which ensued, that the measure was unfair and improvident in the extreme, and in this litigation the fact was also made a matter of testimony that the officer who signed it as Executive of the city had this definite information from his trusted advisor for more than six months before approving the Council's action.

The detailed report of the Nau examination, which was in evidence before the Federal Court in 1914, proved conclusively the utter futility and impossibility of a three-cent rate, corroborating Mr. Nau's conclusions of its effect as he ventured his opinion to Mayor Whitlock.

THE DOHERTY SUIT

In January, 1914, an action was commenced in the Federal Court by Doherty & Company as a creditor of the street railway company demanding the appointment of a receiver. Before this case was heard, the new city administration signified its intention to enforce the Schreiber ordinance, bequeathed to it by its predecessor, although the city solicitor made no effort to obtain an order of enforcement from the State court. A supplemental petition was filed, therefore, in the Federal Court asking for a restraining order against the city on the ground that the provisions of the ordinance were confiscatory and in violation of the Federal and State Constitutions. Much inflammatory publication was indulged in as a result of this court proceeding, and mob resistance to any possible order setting aside the ordinance was openly advocated. An order was denied at first by the Federal Court, pointing out that the ordinance was not self-enforcing, and that the company had its remedy

in the terms of the measure itself through the power to resist in the State court an application for an enforcing order.

The city solicitor, Mr. Thurstin, again failed, however, to enter the State court to test its validity, as provided by the ordinance, thus throwing upon the railway the burden of arguing the matter out with passengers.

FREE RIDING—THE CITY ENJOINED

To avoid numerous controversies which seemed certain to follow in case the company's conductors undertook to collect more than a three-cent fare, the company then adopted the policy of carrying free upon its cars all those who refused to pay more than three cents, trusting to the sober good sense of the community that this situation would not be abused. So inflamed, however, was public sentiment, and so infatuated were the people with the three-cent notion, that an extraordinarily large number of passengers insisted upon paying no more than three cents or no fare at all. Within the next four months, under such conditions, the company, to avoid disorder, was compelled to carry more than nine million free passengers. It then appealed to the city administration for protection, notifying the mayor that, after a certain date, the conductors would be instructed to eject any passenger who refused to pay more than three cents. This brought from the city officials the threat that the cars would be manned by policemen and by specially deputized officers to insure obedience to the ordinance. The city solicitor still refraining from asking the State Courts for an enforcing order, the company again appealed to the United States Court on the ground that the city's threat involved taking the company's property without due process of law. This issue was accepted and heard by the court in September, 1914. There the evidence showed so conclusively that the ordinance was confiscatory in its effect that the city, by its solicitor, acknowledged the fact in open court. An injunction followed, restraining the city from an attempt at enforcement. This judgment was never appealed.

As the contentions between Mayor Jones and the local political organizations initiated a radical change in Ohio laws respecting municipal corporations, so out of the warfare in the Federal Court over the Schreiber ordinance came a settlement of the Federal law of contempt of court respecting the privilege of newspapers to comment on pending court action. The Act of Congress of 1831, theretofore uncertain in its application to newspapers, received, in a case involving the Toledo News Bee, a construction which freed Federal courts from embarrassment from unfair newspaper publications made of a pending case (247 Supreme Court Reports, 402).

THE CITY VOTES FOR MUNICIPAL OWNERSHIP

While the excitement over the resistance of the company to the Schreiber ordinance was tense, the council submitted to the electors a municipal ownership ordinance involving all of the utilities operated by The Toledo Railways & Light Company. This was carried at an election held at the same time as the State primaries, August 4, 1914, with a vote of 10,597 "yes," and 9,409 "no." The measure provided for the issuance of eight million dollars of six per cent twenty-year bonds, with which to acquire all of the properties of the company, although there had

been no dealings with any company representatives in the matter of setting a valuation, or in any way preliminary to the preparing of such a measure. It provided, also, that the fare should be adequate to take care of maintenance, depreciation and other contingent charges, and attempted to provide a way to keep operations out of politics. Certain provisions for qualification of employes were written. The bonds were never put upon the market, every one realizing that the legislation was inadequate for such a far-reaching and all-inclusive project.

THE DOTSON ORDINANCE

In the winter of 1914-1915, a serious and able attempt was made at a settlement, an ordinance having been framed and submitted to the electors by the council, the measure taking its name from Mr. Frank M. Dotson, attorney, member of the council, and chairman of the committee having the work in charge. This plan entered into all the phases of settlement. It was in the nature of a franchise to the company which was designed to safeguard the city. It was very strenuously attacked by the interests which had bolstered the Schreiber ordinance and had encouraged the three-cent agitation. The passions of the past were earnestly appealed to. Very vigorous argument was offered against it because of a provision giving the Federal Court the power to appoint a third arbitrator in case of a disagreement between the city and company respecting the person of that officer, the appeal in that behalf being to whatever resentment existed against the Federal Court because of the injunction against the Schreiber ordinance. This measure was defeated at the election of November 2, 1915, at which 15,565 votes were cast for it, and 21,781 against it.

As times developed, this ordinance would have proven very advantageous to car riders, just as would have been the fact had the Denman-Doyle-Pugsley measure gone into effect. It would, however, have bankrupted the company.

STRIKE OF 1916

March 28, 1916, the street railway conductors and motormen struck, and for two weeks the city was without transportation service of any kind. The strike was for higher wages, and was marked by no disorder whatever. The company was on the friendliest terms with its men who realized that better wages could not be paid without increase of company revenues. April 11, the strike was ended by action of the Federal Court in the litigation begun in 1914, and then still pending. The occasion was an application for an order against the city. The court held, among other things, a necessity for increased wages to the men and for an improvement in service, and that these results could not be obtained, or necessary street transportation be resumed, without an increase in fares. It was found that if the three-cent fares were abolished, revenues would be increased approximately twelve per cent. It was ordered that this be done and that half of the enlarged revenues be devoted to increasing wages while six per cent of all fare revenues be paid over to a custodian appointed by the court to be used for improving service, which was ordered by the court. The arrangement respecting the custodian's fund remained in operation until January 31, 1921. This fund, in this period, reached the aggregate amount of $822,263.81. Sixty cars of modern pattern, with increased

capacity and the latest improvements for expeditious and comfortable service, were ordered on trust certificates issued by the company and charged against the accumulations of this fund which also bore the expense of much double tracking, and many other important improvements in trackage and appliances and facilities of many characters. The custodian appointed by the court was John Craig, the well known founder and president of The Craig Shipbuilding Company, who had retired after the sale of his shipyard to the present company.

The fund was divided as follows: On improvements of trackage and appliances, $558,023.31; on car trust certificates and interests, $281,128.05; expenses of administration, including custodian's compensation, $6,112.45. The improved service which resulted from this action of the court, at an administrative cost of less than three-fourths of one per cent, was an important element in modifying, in spite of increased fares, the attitude toward the company of the car-riding public.

In this instance the application was also pressed for a receiver for the railway company. A conditional order was made, April 9, appointing Captain Craig receiver, to be effective at 8:30 Monday morning, April 10, provided that by such hour the company and its employes had not agreed on a wage scale within the court's suggestion that half of increased fares be devoted to that purpose and that, pursuant to such agreement, street car service should not have been resumed by that hour. An hour before the time appointed when the court's operation of the service through a receiver was to become effective, cars started again under the agreement between the company and men suggested by the court, after two weeks of walking by Toledo citizens.

THE COMMUNITY OF INTEREST PLAN

The next step was a more or less informal effort to write an ordinance on a new basis by an unofficial body appointed by the mayor and called the Toledo Street Railway Commission, consisting of Negley D. Cochran, editor of the News Bee, N. G. Wright, editor of the Toledo Blade, Edward P. Usher, of the Central Labor Union, and Johnston Thurston. These men entered into an earnest effort to devise some means of reconciling the situation. Many months were consumed, largely in negotiation and discussion with the parties interested in the street railway company, and a plan finally was evolved, called the "Community of Interest Plan," the details of which never became fully public. The proposition was given to the mayor in January, 1918, but was never submitted to the Council. In general, it provided for the purchase of the lines by the sale of shares and bonds in small denominations to the public at large, with which to buy the lines. A new company was to be created, called The Community Traction Company, to take over the lines and to issue the securities. Straight five cents, with free transfers was the maximum fare provided. A sliding scale downward was suggested, fares to be varied along the scale, according to the comparative condition of revenues and expenses, the fluctuation of rates to be controlled by the amount in a so-called Equalizing Fund which was to be kept as nearly as possible at $150,000. The very important and contentious question of valuation this commission was unable to settle, and the measure proposed by it was never, in fact, completed.

Some of the suggestions of this proposition were undoubtedly helpful to the service-at-cost commission, which later framed a settlement acceptable to the

people. The financing of this attempt to write a franchise was taken care of by several citizens of large means, according to common report, never denied.

THE ELECTIONS OF 1915, 1917 AND 1919

Except for the submission of the Dotson ordinance in 1915, the street railway question was not an issue in any of the municipal elections following that of 1913. A decided majority of the electorate was definitely so hostile to the street railway company that, in the city generally, in all but three or four wards, it was recognized that every one favorable to a settlement on a basis other than for three-cent fare was doomed to defeat for any municipal office. In 1917 and again in 1919, Cornell Schreiber, who, as city solicitor, prepared the ordinance of 1913, was elected mayor, but, in each instance, without any special regard to his attitude on the street railway question.

STRIKE IMMINENT IN 1918

By 1918 living conditions of wartime became so difficult that the street car men's wage scale of 1916 was acknowledged to be inadequate. April 30 of that year the scale contract expired and the company insisted that it should be allowed to raise the fares fixed in 1916 in order to be able to meet the justifiable demands of its men. The issue came definitely to the point of an imminent walk-out of employes. Prolonged negotiations were had between the company and representatives of the men and Mayor Schreiber. Again the city employed an accountant of its own selection to determine the relation of the company's income at the rates of fare established in 1916 and the raising of wages equivalent to six cents per hour, which, at least, all parties conceded the men should have. The city then stood admitting that a raise of rates was necessary, but the difference was as to the extent thereof. On the company's insistence that the facts and the accountant's report showed that it should be permitted to modify the old rates by abolishing the privilege of buying six tickets for a quarter, and by an allowance to charge one cent additional for transfers, Mayor Schreiber issued what the company construed to be an ultimatum that, so far as he could influence the situation, a greater raise of fare than eleven tickets for fifty cents, with free transfers, would not be permitted, and, if the company should suffer a strike or be unable to maintain its service on that basis, that he would see that the cars would run nevertheless. It was assumed by the company that this implied threat involved some sort of official attack upon the company, which again entered the pending case in the Federal Court with a supplemental bill stating the situation and asking that the city be enjoined from interfering with its demand of rates which should be seen to be necessary. This issue was heard and decided August 2, 1918, the court finding the increased rate to be needed to meet the enlarged expenses of the company flowing from its necessary raise of wages, enjoining the city from interfering, but preserving to the city the right to order the car service to be discontinued altogether. The city appealed from this decree, but the local court was affirmed by the Federal Circuit Court of Appeals. Pending appeal, the new rates of fare went into effect and remained operative until November 9, 1919, when service ceased again for four weeks.

THE OUSTER ORDINANCE

The affirmance of the decree against the city issued the year before the local court was announced June 4, 1919. The decisions of both courts placed emphasis on the proposition that the city had but two alternative courses which it might pursue. It must allow the company to charge fares that would produce a revenue sufficient to meet its expenses, operating and fixed, and, in addition, to give it a fair return on the actual value of its investment, or definitely close the streets altogether to its occupancy. The council chose the latter alternative, passing, June 30, 1919, an ordinance, prepared by the mayor, directing the company to forthwith cease operating street cars, and to remove from the streets all property devoted exclusively to car operations. Under charter provisions, effectiveness of the measure was suspended for a referendum. At the election of November 4, 1919, the electors approved the ordinance by a vote of 19,919 "yes" to 19,108 "no." The result having been officially declared by the following Saturday, on Sunday morning, November 9, 1919, Toledo citizens awoke to find that the company had taken the city at its word and that by the previous midnight all cars had been removed into Michigan. All interurban traffic within the city limits was necessarily stopped.

After experiencing a makeshift transportation system for four weeks, to the very great inconvenience and physical discomfort of the people, the city itself appealed to the Federal Court for suggestion of relief, filing a motion, December 4, in the case pending since 1914, showing that on the 3rd the ouster ordinance was amended suspending its operation until March 31, 1920, provided that the company would resume operations within three days, upon conditions prescribed by the court. The motion demanded a mandatory injunction compelling resumption of service. As a result of the submission of this motion and subsequent proceedings, the cars were brought back at noon of December 5, 1919, from which time operations were continued under the old company upon conditions fixed by the court and without interference by the city, until a final settlement became effective February 1, 1921. During 1920 it became again necessary to raise fares because of the company's burdens of operation, and in the last part of this period fares were seven cents, with two cents for transfers.

WORK OF THE COMMISSIONS

As part of the amicable arrangement just referred to, Judge Killits was invited to appoint two commissions to devise alternative plans for a settlement of the long dispute, one to prepare an ordinance providing for municipal ownership, and the other to draft a measure for operating the cars on what is known as the service-at-cost plan, which was to follow generally the lines of the Tayler settlement at Cleveland, with such modifications as later experience might suggest.

The municipal ownership commission was composed of Henry W. Ashley, William S. Brown, Gabe Cooper, Walter C. Gunthrup, John B. Merrell, William Renz and Walter Starner, with Mr. Ashley as chairman. This body, after several months' consideration, drafted two ordinances to be submitted to the electors of the city. The first provided for an issue of bonds to the amount of $3,000,000 "for the purchase of a street railway system" (the purpose being to

purchase part of the system already in existence), and the other authorized a bond issue of $4,000,000 "for the purpose of constructing a public utility, to wit, a transportation system for the city of Toledo, supplying transportation to the inhabitants thereof." These measures were prepared and left with the Council in time to be submitted to the electors at the primary election in August, 1920. In the preparation of these ordinances little, if any, negotiation was had with the owners of the street railway system. The commission explained that they were developed on the theory that the city's transportation needs should be met by a coöperative employment of a street railway system and a bus system, the former to occupy the congested part of the city only, with transportation to be continued by motor vehicles to the sparsely settled portions. Both ordinances were submitted at the primary election in August and defeated, the first by a vote of 12,468 to 8,534, and the second by a vote of 11,543 to 7,901.

The service-at-cost commission was composed of Robert H. Bradley, William W. Knight, George L. McKesson, William L. Milner, F. G. Redd, George Roulet and John Wickenhiser, with Mr. Milner as chairman. As it was the understanding that this commission's measure should be developed out of the present street railway system, it was necessary for it to negotiate with the owners with great care. The commission worked throughout the winter and spring, its chairman, particularly, studying the street railway problems of many cities of the country. The late William L. Milner specially earned the gratitude of his fellow citizens for the earnest devotion to civic duty, at great personal sacrifice, which he exhibited throughout the exasperating period of six months during which the preparation of the Milner ordinance was in progress. By June, 1920, an ordinance had been developed, complete except in two particulars, the commission reporting its uncompleted work to the Federal Court, with the advice that it was unable to go further because of inability to agree with the company. Among other things, the commission was obliged to determine a valuation for the property, and this was the main point upon which the insoluble disagreement arose, the other being a matter of administration and financing, of much less importance. On the question of valuation, the commission held out for $8,000,000, and the company stoutly insisted upon $9,000,000. Judge Killits summoned the commission together and suggested a modification of the lesser item of dispute which proved to be acceptable to both sides. He then completed the ordinance by arbitrarily inserting the valuation at the commission's figure, viz: $8,000,000, after which he submitted it to the council for consideration, subsequently succeeding in getting the company to yield its demand for $9,000,000 and to accept his valuation.

SERVICE-AT-COST PLAN ADOPTED

This result was accomplished too late, however, to permit the service-at-cost ordinance to be submitted to the people at the August election, at which time the municipal ownership ordinances were to be voted upon. The council had municipal ownership proclivities and refused to permit the service-at-cost ordinance to go before the people at the election on November 2, 1920, unless it were coupled, by way of re-submission of the defeated municipal ownership ordinances, with such alternative proposals. It followed, therefore, that in November both propositions were voted upon by the electors, following an animated campaign of discussion

of their respective merits and demerits. The arsenal of past bitterness was drawn on freely for arguments against the service-at-cost measure, and new weapons of attack forged in reliance upon an assumed hostility of the people to the Federal Court for the part by it played in preventing the three-cent fare. At the election the vote on the service-at-cost ordinance stood as follows: For, 45,990, against 16,029. The municipal ownership ordinance authorizing a $3,000,000 bond issue was defeated by a vote of 16,469 to 46,369, and the one providing for a $4,000,000 bond issue to engage in bus transportation was defeated by a vote of 14,325 to 47,786. The service-at-cost plan was thus adopted by a vote of nearly three-fourths of the people.

END OF THE STRUGGLE

A short time before the ordinance went into effect on February 1, 1921, a complication arose which for some time threatened to restore unsettled conditions, the situation becoming exceedingly acute, although not a matter of public knowledge. For several weeks it was the subject of anxious deliberation, participated in by the new Board of Control, the Mayor, the City Director of Law, the representatives of the street railway company and of the firm of Henry L. Doherty & Company, holding the railway company's stock, and Judge Killits. By the terms of the ordinance, Henry L. Doherty & Company were to redeem $1,900,000 of securities of the old traction company, which had been hypothecated, and which were required to be taken out of the way before the securities of the new company, based upon the $8,000,000 valuation, could be negotiated and before the city was properly safeguarded in the plan. Owing to the financial condition of the country, the raising of this amount of money for retiring the securities was temporarily out of the question. At the last minute a solution was reached, temporarily staying the matter, but fully protecting the city's interests, and the ordinance went into effect, the financial question subsequently reaching the adjustment contemplated by the ordinance.

The settlement of this vexatious and long-pending question is already seen to have been highly beneficial to the city, both in a material and sentimental way. The passions engendered by the controversy are gradually disappearing. In the city's life a unity of feeling is in process of development which seemed impossible while the controversy subsisted, and the ordinance itself is working out in practice in a way to reflect great credit upon its devisors as will be seen in the facts set out in the preceding chapter. However, the influences of the old passions were visible during the remainder of the Schreiber administration which finished the year 1921, exhibited in sympathy accorded to competition by private bus lines which were allowed to parallel and take over the best of the patronage of several of the important routes, notably that to West Toledo. The licenses granted to private busses by the Schreiber administration, which expired in the summer of 1922, were not renewed in the same way by the Brough administration. Their down-town connections were restricted to Erie Street, and no busses were allowed to parallel street car lines. The result was immediately visible in the increase of street railway revenues.

A statement of the terms of the successful measure and of its operation to January 31, 1923, will be found in an appropriate part of the chapter on Public Utilities.

CHAPTER XXIX

PARKS AND PLEASURE RESORTS

BEGINNING OF THE PARK SYSTEM—PUBLIC PARKS AND ACREAGE—BAY VIEW—BEATTY—CITY—COLLINS—HIGHLAND—JERMAIN—NAVARRE—OTTAWA—RAVINE—RIVERSIDE—STERLING—WAITE—WALBRIDGE—THE ZOO—WILLYS—WILSON—THE BOULEVARDS—PLEASURE RESORTS—BOY SCOUTS RESERVATION.

In the matter of public parks, the history of Toledo does not differ materially from that of other American cities. During the early years, when vacant lots and "commons" were abundant, when fresh air was plentiful, little thought was given to places for recreation and amusement. As the city grew buildings were erected on the vacant lots and the population became more and more congested. Then thoughtful citizens began to turn their attention to the establishment of parks and playgrounds, not only as places for rest and recreation, but also as conservators of the general health. Tracts of land were acquired in different parts of the city, sometimes by purchase, sometimes by donation, and in the spring of 1922 Toledo had fifteen public parks. These parks, with their acreage, as given in the Toledo newspapers during "Park Week" in June, 1922, were as follows:

Bay View	204
Beatty	97
City	7
Collins	90
Highland	42
Jermain	170
Navarre	53
Ottawa	280
Ravine	180
Riverside	63
Sterling	12
Waite	7
Walbridge	69
Willys	103
Wilson	12
Total acreage	1,389

Bay View Park—In 1893 the city acquired a tract of ninety acres near the mouth of the Maumee River and laid out Guoin Park, so named because the land included the reservation granted to Leon Guoin by the treaty of February 8, 1833. Five years later, when Toledo was selected as the place for holding the Ohio Centennial, to celebrate the one hundredth anniversary of the state's ad-

mission into the Union, the park was increased to 202 acres. Part of this increase was made by the centennial commission, which employed a hydraulic dredge to pump earth from the bottom of the river and fill in the land to the dock line.

Owing to a political controversy the centennial celebration was abandoned and about the only beneficial result of the project was that Toledo added 112 acres to her park area. In the meantime the name of the park was changed to Bay View, because it commands a fine view of the Maumee Bay. The park has a golf course, baseball grounds and other attractions. It is on the Manhattan Boulevard and is connected with the city by street railway.

Incidentally, it may be mentioned that a number of enterprising property owners in the vicinity of the park erected buildings for the entertainment of visitors to the centennial. After the centennial celebration was canceled these buildings were practically worthless and some of them were sold for much less than the cost of construction.

Beatty Park—This park occupies the Ten-mile Creek Valley, extending from Central Avenue to Auburn Avenue and including the boulevard uplands on each side of the creek. It joins Willys Park on the north and Jermain Park on the west and with these and Ottawa Park forms an unbroken chain of park lands of 650 acres. Beatty Park was practically unimproved in 1922, but its natural beauty and its location make it safe to predict that some day it will form an important link in the city's system of parks and boulevards.

City Park—In 1871 the city purchased from Peter Lenk a tract of land between Nebraska Avenue and Vance Street, extending from Elizabeth Street east to an alley. Two years later the alley was vacated and two lots were purchased from H. S. Walbridge, extending the park to City Park Avenue. This was the first public park in Toledo. While the large parks have greater possibilities of improvement, the small parks, like City Park, with its tennis court, afford "breathing spots" for many people without loss of time and payment of street car fare.

Collins Park—This park, situated in East Toledo, is bounded by York Street on the north, Collins Park Avenue on the east, Consaul Street on the south and Whittlesey Avenue on the west. Duck Creek runs through the central part and offers natural advantages for beautification. Not much had been done in the way of improvement up to 1922, when plans for a new pavilion, a swimming pool and playground equipment were approved by the welfare director. The park, which contains ninety acres, is on the line of the boulevard system.

Highland Park—In 1917 the city purchased a tract of land on Swan Creek and two years later purchased some adjoining land, increasing the area to forty-two acres, which was given the name of Highland Park. Only a small portion of the park had been improved in June, 1922, but plans were then in course of preparation for tennis courts, a playground, etc. The park extends from South Avenue to the creek and from Champion to Finch streets, including one of the most picturesque places about the city.

Jermain Park—Sylvanus P. Jermain has been called the "father of Toledo's park system." It was therefore eminently proper that one of the parks should be named in his honor. Jermain Park is situated in the Ten-mile Valley, between the two boulevards, and extends from Beatty to Ottawa parks. Monroe Street crosses the central portion of the park. Among the attractions at this park are the golf links, the swimming pool and tennis courts.

BIRDSEYE VIEW OF COURTHOUSE PARK

Building beside the street car is Memorial Hall, erected in commemoration of the soldiers of the Civil war. The tall buildings, from right to left are the Nicholas, Spitzer and Second National Bank. The old courthouse stood at the corner of the park, near the center of the picture, near where are shown two tall elm trees of equal growth.

Navarre Park—The site of Navarre Park, containing fifty-three acres, was acquired by the city in 1893. It is located in East Toledo, between the Belt Railroad and Varland Avenue, and extends from East Broadway to Navarre Avenue. It was named for Peter Navarre, the noted Indian scout, who was for several years the president of the Maumee Valley Pioneer Association. On Saturday, September 9, 1922, the log cabin in which Peter Navarre formerly lived, was dedicated in this park. The cabin was built by the famous scout about the close of the War of 1812, near the present Village of Momineetown, in Oregon Township. Enos Mominee, who became the owner of the farm, offered to present the cabin to the city and it was removed to Navarre Park, where it was reconstructed as a historic memorial. Mayor Bernard F. Brough presided at the dedication and accepted the memorial on behalf of the city. Addresses were delivered by Nevin O. Winter, Judge Aaron B. Cohn, Mrs. Robert C. Morris, Mrs. Helen Wolcott Dimick, regent of the Ohio Daughters of 1812, and others. Among those present were Eli and Peter Navarre, the former ninety years of age, sons of the original builder of the cabin.

Ottawa Park—This is the largest of Toledo's public parks. It is situated just west of the city limits, between Bancroft Street and Northwood Avenue, and extends from Kelley Avenue westward to the Toledo Terminal Railroad. Ten-mile Creek meanders through the park, giving it a variety of scenery. This stream is the upper course of the Ottawa River, which fact gives name to the park. Ottawa has a full golf course of eighteen holes, with many interesting "hazards," tennis courts, baseball diamonds, etc. One of the features of this park is a natural amphitheater where an athletic field is contemplated.

Ravine Park—Duck Creek Valley from the Waite High School to Collins Park (East Toledo) has been acquired by the city as part of the general park and boulevard system. This Ravine Park of 180 acres contains many natural features that with a small expenditure of money can be converted into one of the city's beauty spots.

Riverside Park—Situated along the northwestern shore of the Maumee River, extending from Galena to Ohio streets, is Riverside Park, one of the favorite resting places of the city. At the upper entrance of the park stands the statue of Gen. James B. Steedman. The park is well provided with shade trees, has a large swimming pool, and on warm summer evenings hundreds of people repair to this park, which overlooks the Maumee, to enjoy the breeze from the lake and watch the great steamers as they pass up and down the river.

Sterling Park—The site of this park was purchased by the city in 1916. It is located between Sterling Street and Swan Creek and occupies the land on both sides of Center Street in the bend of the creek. The area of the park is twelve acres and it is sometimes called Sterling field, the purchase having been made with a view to establishing an athletic field in that section of the city.

Waite Park—On the southeastern side of the Maumee River, extending from Morrison Drive to Essex Street, is Waite Park. It lies directly between the Waite High School and the river, being separated from the school grounds by Second Street. Like City Park, this is a convenient resting place for the people of that section of the city. It has been developed largely as a playground.

Walbridge Park—Of all Toledo's public parks none is more popular than Walbridge. It was opened about 1888. Its romantic setting on the Maumee

River at its widest expanse, opposite Horseshoe and Clark's islands, its well shaded walks and drives and the ease with which it is reached by the Broadway Street Railway all combine to make it a popular playground. Among the leading features of this park are its facilities for bathing and boating, its tennis courts and its baseball diamonds. But above all is the collection of animals, birds and reptiles commonly called the "Zoo."

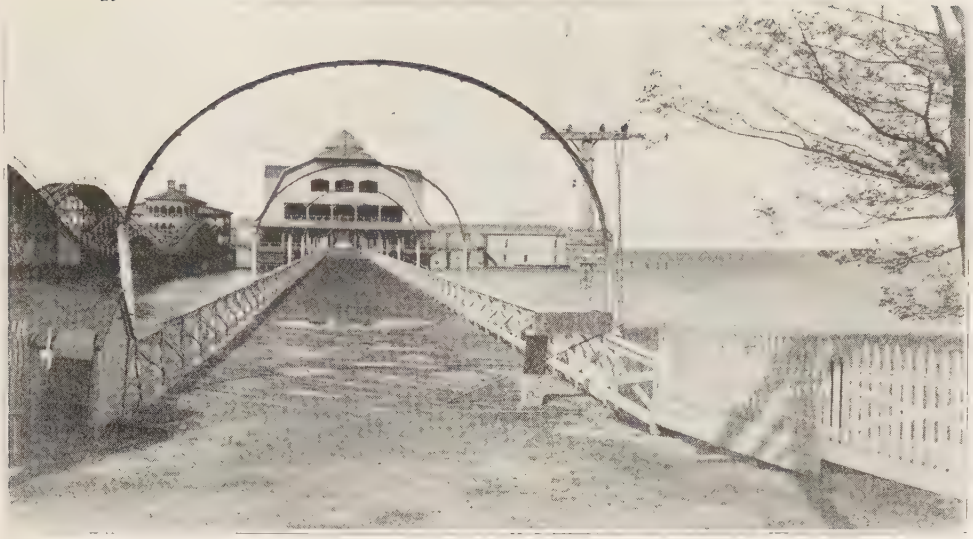
In the fall of 1900 a farmer brought into Toledo an animal he had captured and which he called a "young bear." He presented the animal to Hildebrand Brothers, who turned it over to Milton L. Moore, then superintendent of the parks. Mr. Moore provided a cage at Walbridge Park, in which he placed the "young bear," which turned out to be a woodchuck. The interest manifested in the animal by visitors to the park led to the idea of the Zoo. Two badgers were presented to the park by A. O. Hearn, of Liberty Center, and J. W. Ness contributed a golden eagle. A little later John Kuhlman bought three black bears from the Detroit Zoo and they were added to the collection.

As the Zoo grew the interest increased. In 1905 an elephant known as "Josie" was purchased from the Ringling Brothers' circus, the money being raised in a short time by popular subscription. Mr. Moore and Mr. Gettins went to the yards where the Ringlings were loading their equipment to lead Josie to the park. They were assured that Josie was "as gentle as a lamb" and could be handled without any trouble. But Josie remonstrated against being separated from her companions by throwing up her trunk and trumpeting in terms that could not be mistaken. This frightened the amateur mahouts and Mr. Moore hastened to the train to beg that some one acquainted with elephant habits be sent to conduct Josie to the park. The showmen were considerate and detailed one of the trainers to conduct the elephant to her new home.

In the fall of 1909 two lion cubs, King and Queen, were purchased from an English army officer for $400. By this time the Toledo Zoo had assumed proportions that gave it a place among institutions of its kind in other cities. Unfortunately, it suffered a loss in the death of Josie, who was a favorite with visitors of all classes—children and adults alike. After awhile another elephant was purchased for $2,000, the money again being raised by popular subscription. This elephant, known as "Babe" in the spring of 1922 was said to be the largest elephant in the United States.

The Toledo Zoological Society was organized in 1910 by those who had been active in building up the park collection, to wit: E. L. Briggs, Frank Coates, David F. Davies, Howard Dunbar, Edward Hubbell, Milton L. Moore, George B. Orwig, F. B. Respess, William H. Roemer and a few others. William R. Roemer was elected the first president. In the spring of 1914 this society purchased four ponies and two burros, with carts, harness and saddles and a pony track was laid out, where the youngsters can ride in safety under the guidance of an attendant. Frank Coates, president of the society in 1922, announced that plans had been adopted for the erection of five new buildings, in order that the collection can be exhibited to better advantage.

Willys Park—For many years this park was known as Central Grove Park, but after the establishment of the Willys-Overland Automobile Works in that section of the city, the name was changed to its present form as a compliment to John N. Willys, founder of the Overland factory. The park is located immediately



THE SECOND CASINO AUDITORIUM ON THE BAY AT THE FOOT OF SUMMIT STREET

Lake Erie Park and Casino was opened in 1895. In 1899 the buildings burned. The one illustrated was built in 1900 on piles over the water at the end of a fifteen hundred foot board walk to the land. Its seating capacity was three thousand, with octagonal wings extended on the sides for refreshment purposes. Entertainment and amusements common to such resorts were present, including an interesting menagerie. The Casino itself burned in 1910 and with the growing importance of Toledo Beach the project was not again revived.

About 1884 the late J. K. Tillotson, who built the Hotel Victory at Put-in-Bay, constructed the pleasure resort at Presque Isle on the Bay on the east side of the river whose principal buildings are shown above. Transportation was had from the city by the steamer Past-Time and for fifteen years this was a very popular place for a day's outing. Its prosperity began to wane when the Casino across the river came into active operation. For a while the building of the Toledo Yacht Club was located at this point. Its destruction by fire was a blow to the resort. About 1900 it was abandoned, and after eight or ten years the vacant buildings were torn down by the Cleveland Cliffs Iron Company, which had purchased the property.

east of Woodlawn Cemetery, extending east to the Ten-mile Creek. On the north it is bounded by Hillcrest Avenue, and on the south by Central Avenue, where it joins Beatty Park. Considerable improvement has been made in the way of walks, drives and flower beds, and in 1922 the welfare department approved plans for a band stand, an amphitheater at the athletic field and additional playground equipment. One of the city boulevards runs through the park.

Wilson Park—The tract of land bounded by Mulberry, Oakland, Otto and Streicher streets was acquired by the city in 1918 and was named Wilson Park, in honor of Woodrow Wilson, then President of the United States. At the time the land was purchased, that section of the city was improving rapidly and the park was equipped as a playground by the installation of the usual swings, see-saws, etc., the construction of a swimming pool and laying out part of the park as an athletic field. The park is easily reached by the Stickney Avenue car line.

In the development of the city's park system, attention has been given to the recreational needs of all classes of citizens. There are ten large playgrounds and five large concrete swimming pools for the children, each under the supervision of a trained instructor. The swimming pools are also deep enough in certain portions for the grown-ups. There are fifteen tennis courts, twenty baseball diamonds and two public golf courses. Permits are issued for the regulation of use of the golf links, tennis courts and baseball grounds to prevent overcrowding, but these permits are so controlled that everyone has his turn.

THE BOULEVARDS

In 1898 the city council made an appropriation of $25,000 as the beginning of a system of boulevards to connect the several large parks. The next year the boulevard connecting Walbridge and Ottawa parks was commenced. Public spirited citizens gave much of the land necessary for the boulevards and the rest was purchased from time to time by the city. In the years 1908-09, although the country was passing through a business depression, the council appropriated $50,000 for boulevard development. By 1922 the boulevard system extended from Bay View Park westward to Ten-mile Creek and up that stream to Ottawa Park; southward from Ottawa Park, via University Place, to Walbridge Park; and on the east side from Navarre Park to Collins Park. There is also a boulevard from the Manhattan road at Ten-mile Creek along the eastern side of that stream to a point a short distance east of the Ann Arbor Railroad, where it turns southward and Manhattan road near the Terminal Railway.

Some of the boulevards already in use are not completed and others will have to be built before the system as originally contemplated will become a reality. When the system is completed, Toledo will have approximately forty miles of boulevard and 1,389 acres of public parks.

PLEASURE RESORTS

Within a few miles of Toledo, easily reached by boat or electric railway, are a number of places where parties may go for a day's outing. As these places are not public institutions, but are owned by private individuals or corporations,

it is not considered essential to go into details regarding their history. Most of them, like Topsy in "Uncle Tom's Cabin," "jes' growed." Probably the resort most patronized is Toledo Beach, sixteen miles north of the city on the shore of Maumee Bay. Here the visitor may find an excellent bathing beach, the roller coaster, the caroussel (or merry-go-round), the pop corn and peanut vender and the various amusements usually found in such places.

Cedar Point, at the northern extremity of Jerusalem Township, and the islands just off the coast of the main land is the mecca of many picnic parties composed of persons who like to enjoy a day of quiet sport in fishing, bathing, etc. The same is true of Presque Isle at the mouth of the Maumee River, which place has been the scene of many church and Sunday School picnics in recent years.

During the summer seasons boats make regular trips to Put-in-Bay Islands, which are only a few miles from Toledo. These islands are among the prettiest of Lake Erie. The visitor here may combine the study of history with his pleasure excursion, if he feels so inclined, as it was at these islands that Commodore Perry's fleet waited in 1813 for the British vessels to come out of the Detroit River. Many historic spots, including "Perry's Lookout" on Gibralter Island, offer opportunities for one to become familiar with one of the important events in American history. Sugar Island is also another popular picnic resort.

Near Sylvania the Toledo Boy Scouts have a reservation of 125 acres where they frequently spend a day in picnic pleasures and the study of woodcraft. One of the first undertakings of the Scouts after the acquisition of the reservation was to ascertain and mark the different varieties of trees. Thirty-four different kinds of trees were found, including five species of oak, two of ash, two of elm, black and white walnut, wild cherry, beech, cottonwood, linden, sycamore and a number of less important, each of which has been marked with an aluminum tax. The action of the Boy Scouts led Professor VanCleve, of the Toledo public schools to suggest the marking of the trees in the city's public parks, and during park week, in June, 1922, steps were taken to carry out the suggestion. This work will be educational as well as a pastime for the pupils in the public schools.

CHAPTER XXX

PENAL, CHARITABLE and PHILANTHROPIC INSTITUTIONS

LUCAS COUNTY JAIL—CONVICT LABOR IN EARLY DAYS—COUNTY INFIRMARY—MIAMI CHILDREN'S HOME—TOLEDO HUMANE SOCIETY—CITY WORKHOUSE AND CENTRAL POLICE STATION—THE WELFARE FARM—TOLEDO STATE HOSPITAL—SOCIAL SERVICE FEDERATION—DISTRICT NURSE ASSOCIATION—ST. ANTHONY'S ORPHANAGE—OTHER CHARITIES AND PHILANTHROPIES—SETTLEMENT AND COMMUNITY WORK—HOSPITALS—THE COMMUNITY CHEST—CEMETERIES.

The injunction, "For ye have the poor always with you," uttered by the Savior of mankind nineteen centuries ago, is equally applicable to social conditions in the present day. Hence, the more prosperous element of every community is called upon to care for the halt, the lame, the blind, the feeble-minded, the unfortunate ones who are unable "to keep the wolf from the door," and those bereft of reason. For this purpose taxes are levied for the establishment and maintenance of homes and asylums, and the charitably inclined are called upon for contributions to the "Community Chest."

It is, however, a rather sad commentary upon our boasted Christian civilization that penal institutions are necessary. But so long as individuals wilfully violate the laws, some restraint must form a part of the social structure, in order that law-abiding people may be protected from the thoughtless or degenerate, and efforts must be made to reform the thoughtless and punish the degenerate. Among the first institutions in every county are a courthouse for the trial of offenders and a jail for their confinement.

LUCAS COUNTY JAIL

At a meeting of the county commissioners on June 4, 1837, it was resolved to invite proposals for building a jail, 20 by 30 feet in size, one story high, with a hall through the center and three cells, each to be 10 by 14 feet. The city council had previously taken steps to erect a prison and the commissioners also asked for proposals for a jail, as suggested by the council, toward the construction of which the city was to pay $300. Until such jail was completed the sheriff of the county was required to take care of the prisoners as best he could. On January 6, 1838, Albert Swift's proposal was accepted, the jail to be built of timber twelve inches square and "to be planked around on the outside with plank two inches thick, the building to be completed, except the locks, by the contractor." Cornelius G. Shaw was appointed to superintend the work and the jail was owned jointly by the city and county, each paying one-half of the cost. The building was accepted by the commissioners on April 9, 1838, when an appropriation of $25 was made to furnish bedding, etc.

This first jail was located just east of Cherry Street, between Summit and St. Clair streets, and was used as the county and city prison until the county seat was removed to Maumee in 1840. The city then used it for awhile, but in 1855 it was sold for $2.50 to Scott & Company (S. B. Scott and Richard Mott). The purchasers removed it to Water Street, put on a new roof, stuccoed the walls and used it as an office in connection with their forwarding and commission business.

Late in the year 1844 the commissioners advertised for proposals for a new jail at Maumee. The bids were opened on January 12, 1845, and were found to be as follows:

Solomon Johnson	$ 350.00
Manor & Wagner	865.00
Peter H. Shaw	960.00
Hale & Reynolds	3,200.00
Chauncey Matthews	3,414.00
Elijah Clark	3,775.00
Isaac Hull	4,500.00
John Miller	5,291.00

The wide difference in the bids was due to the fact that no plans and specifications had been prepared in advance. Each bidder submitted his own plan, or description, as part of his proposal. Isaac Hull's offer was accepted, his plan being considered as best adapted to the county's needs and his figures reasonable. The jail was completed before the close of the year and was used until after the completion of the courthouse and jail at Toledo in 1853. In December, 1854, Edgar F. Potter was directed by the county commissioners to "take charge of the jail at Maumee City, for the purpose of receiving female prisoners, criminals, insane persons, and perhaps some county paupers." In June, 1858, the building at Maumee and the ground upon which it stood were sold for $250.

CONVICT LABOR

As an example of "How they used to do it," the following plan for the employment of certain county convicts was adopted by the commissioners at the March session in 1855, when the board resolved:

"1. All able-bodied male persons sentenced to imprisonment and hard labor in the jail of Lucas County, according to the provisions of an act of the General Assembly of Ohio, passed March 12, 1855, shall be employed in the manner hereinafter specified.

"2. All male persons thus committed to the jail by the mayor of Toledo, for the violation of any of the penal ordinances of said city, shall be employed under the direction of the sheriff of said county or his deputy: Provided, the City of Toledo shall bear and pay all jail and board fees of prisoners thus convicted and sentenced, and shall be entitled to the work and labor of all such convicts.

"3. All male persons convicted and sentenced as aforesaid by the Probate Court of said county, shall be hired out and let to service by the sheriff of said county; and the avails of all labor of such convicts shall be collected and re-

ceived by the said sheriff, and be by him paid into the treasury of said county, taking a proper receipt therefor, which receipt he shall file with the county auditor.

"4. The person having charge of such convicts, when performing work or labor as aforesaid, shall adopt such means, by chain and ball or otherwise, for the security and safe-keeping of such convicts as he may deem necessary and proper."

This system was in force for several years, but the tendency of the "ball and chain" was to destroy the prisoner's self respect and retard his reformation, while the general moral effect was bad. When the city work-house was built the chain-gang system was abandoned.

After the return of the county seat to Toledo in 1852, a brick jail was built in connection with the courthouse. It continued in use, with some alterations and improvements, until 1866, when a jail and sheriff's residence was completed in the rear of the courthouse and facing Adams Street. When the new courthouse was occupied in 1897, a surplus of the funds appropriated for the erection of that building was left. This surplus, with some other funds appropriated, was used for building the present jail and sheriff's residence, on the corner of Jackson and Michigan streets, opposite the courthouse.

COUNTY INFIRMARY

Early provision was made for the unfortunate poor, as well as for the law-breaking element. In January, 1838, William P. Daniels and Eli Hubbard were authorized by the board of county commissioners to purchase land for a "County Poor Farm." Daniels and Hubbard were then members of the board. On April 9, 1838, they reported that they had purchased the north half of Section 16, Township 10, Range 7. Samuel Bartlett, the other county commissioner, concurred and the sum of $1,000 was appropriated for improvements. On the 16th of the following June, Roswell Cheney, John U. Pease and James Wilkinson were appointed directors and the institution was opened for the reception of inmates.

In March, 1861, the county commissioners—Galen Norton, Samuel A. Raymond and William Taylor—ordered the erection of a building on the poor farm for the care of the incurable insane, "for the reason that it is inhuman and brutal to continue to keep them where they are, said building to be 40 by 50 feet in size and 12 feet high." This was the first provision made by the county for the care of such persons, who up to that time had been kept in the county jail. The contract for the erection of the building was awarded to John Farrell and George Wilson for $1,058 and it was occupied in the fall of 1861. It was about that time that the name of the institution was changed to the "County Infirmary" instead of the "Poor Farm."

When Adams Township was erected in December, 1856, the poor farm was included within its limits. While the original tract of 320 acres was intact, the male inmates, who were able to work, cultivated the land and raised the greater part of the grain, vegetables and meats required for the support of the institution. The able-bodied women did all the indoor work, such as cooking, laundry work, etc. As the city grew in that direction portions of the farm were sold from time to time and part of it is now occupied by the State Hospital for the Insane. The

infirmary grounds now contain a little less than eighty acres, lying between Arlington and Aberdeen avenues and directly east of Detroit Avenue. The Lucas County Tuberculosis Hospital is located on the north end of the grounds, near the intersection of Arlington and Detroit avenues.

MIAMI CHILDREN'S HOME

Early in August, 1860, the German Lutheran Church opened St. John's Orphan Asylum on a tract of forty acres on Seaman Street, near St. John's Lutheran Church, with Rev. John Doerfler as superintendent. Subsequently an Old People's Home was established in connection. This institution is now known as the German Orphan's Home and in 1922 was under the supervision of Rev. C. G. Mahnke.

On January 11, 1867, a number of women met at the residence of Dr. S. H. Bergen and organized the Protestant Orphans' Home, to be managed by a board of thirteen directors composed of women, with an advisory committee of eight men. The first board was composed of Mrs. E. B. Atherton, Mrs. George Baker, Mrs. S. H. Camp, Mrs. M. D. Carrington, Mrs. Robert Cummings, Mrs. M. P. Ewing, Mrs. Thomas Hamilton, Mrs. Vincent Hamilton, Mrs. T. H. Hoag, Mrs. Almon Hopkins, Miss Louise Kuper, Miss Cannie Mott and Mrs. H. L. Phelps. The first advisory committee consisted of William Baker, Dr. S. H. Bergen, Matthew Brown, William Cummings, W. C. Earl, D. D. Mather, Morrison R. Waite and Horace S. Walbridge.

The home was opened on April 22, 1867, in quarters donated by William Baker, where it continued until the following November, when it was removed to Lagrange Street. Although called the Protestant Orphans' Home, it was non-sectarian. It continued in existence for more than twenty years.

The establishment of these orphans' homes led the county authorities to take an interest in caring for the unfortunate children of the county. A tract of land containing about fifty acres, located on the river road near the lower end of the Village of Maumee, was purchased and the Lucas County Children's Home was established. The institution is generally known as the Miami Children's Home because it is located near the site of old Fort Miami, which was built by the British in the spring of 1794. The school building, work rooms, dormitories, administration building, etc., represent an investment of several thousand dollars and the home is recognized as one of the most efficient and best managed institutions of the kind in the State of Ohio. In 1922 Edwin J. Brown was superintendent. The city office of the home is at 418 Erie Street, in the Humane Society building.

TOLEDO HUMANE SOCIETY

This society was organized in May, 1884, with James M. Brown as president; William T. Walker, Oliver S. Bond, Henry Kahlo, Mrs. E. H. Van Hoesen and Miss Cannie Mott, vice presidents; J. W. Erwin, secretary; E. W. Lenderson, treasurer; Clarence Brown, attorney. The objects of the society, as stated in the articles of association are: "To provide for the care and support of innocent children; for the protection of helpless children from the brutal-minded; for the care, comfort and support of aged parents; for the over-worked, under-fed and abused horses; for the protection of all dumb creatures."

The first building of the society was located at St. Clair and Orange streets. It was two stories high and the work was divided into the "Department of Children," "the Department of Animals" and the "Lodge and Woodyard," where persons temporarily out of employment could find a home until they could find work. The present home of the society, at 418 Erie Street, was made possible largely through the generosity of John T. Newton. It was completed and occupied in 1914, and is five stories in height, exclusive of the basement. The main floor is used as the general offices of the society and the upper floors for the Juvenile Court Detention Home. The officers of the society for 1922 were as follows: Walter F. Brown, president; Dr. John V. Newton and Rudolph A. Bartley, vice presidents; William M. Booker, secretary; Oliver S. Bond, treasurer.

A report made by the society on April 1, 1922, says: "Since the organization of the society in May, 1884, we have handled 17,438 cases, involving 33,483 children. Since October, 1893, we have collected from fathers for the support of their dependent children under sixteen years of age, without expense to the fathers or children, $999,526.34, and, in the past four years for the support of aged parents $5,424.25, making a total for these two items of $1,004,950.59. We have placed 1,304 children in the Lucas County Children's Home; 169 in the Lutheran Orphans' Home; 233 in St. Anthony's Orphanage; 503 in private homes, and we have taken 1,058 from vicious surroundings. . . . We have handled 22,752 cases involving neglect and cruelty to animals, representing 45,049 animals; have laid up 2,764 horses unfit for work; brought relief to 25,030, and have humanely destroyed 2,970 which were unfit for use."

CITY WORKHOUSE

Shortly after the close of the Civil war in 1865 it became apparent that better provisions should be made for the care and confinement of prisoners serving jail sentences, or working in the chain-gang on the streets. The council purchased a tract of land lying between Swan Creek and the Miami & Erie Canal, just west of Erie Street, and thereon erected a workhouse. The building contained eighty-seven cells and in connection with it were a brickyard and a woodyard, in which the convicts could be employed.

Some years later the central police station, opposite the Market Place on Superior Street, was established and a number of cells were there installed for the incarceration of prisoners awaiting trial. The criminal department of the municipal court is also held in this building. To write of the central police station is a case of "Least said soonest mended." It is an old structure, repeatedly remodeled to meet the city's needs, and entirely inadequate to the demands of the city at the present time. In the summer of 1922 the prison was condemned by some of the municipal judges and civic clubs, who made an examination of it, and in September the council authorized a bond issue of $420,000 for a new city prison.

With regard to the old workhouse, it served the purpose for which it was built until late in the year 1918. In the spring of that year there were over two hundred men serving workhouse sentences, when the capacity of the building was only 150. The crowded condition demanded relief. A proposition to appropriate $15,000 for repairs and an addition was defeated in the council. It was at this that the "Welfare Farm" near Whitehouse was projected. As soon as it was

ready for the reception of convicts the old workhouse became known as the House of Correction. About two years later it was turned over to the Social Service Federation, which converted it into a "Wayfarers' Lodge" for transients who were without sufficient funds to obtain a room at a hotel.

Immediately after assuming control, the Social Service Federation had the majority of the cells removed and in the spaces they placed single iron bedsteads for the accommodation of the lodgers. The entire building was thoroughly renovated and placed in a sanitary condition. A woodyard was opened in connection and those who avail themselves of the hospitality of the institution are required, if they are able to work, to saw and split a certain amount of wood to pay for their lodging. On October 1, 1922, the Wayfarers' Lodge was under the supervision of John Burroughs.

THE WELFARE FARM

Early in the year 1918 the city council bought a tract of 310 acres of ground near Whitehouse, paying for it $41,850, for a convict farm to take the place of the workhouse. Plans for a building were made, but the first plans were rejected. Archibald Cresswell then submitted plans for a building with a front of 128 feet and three wings each 82 feet deep, the whole to be two stories high, with basement. Work was commenced on the building on March 20, 1918, and the following December the greater part of it was ready for occupancy.

In the basement of the building are the boiler room, shops, laundry, toilet and bath rooms. The main office is on the first floor, the second floor of each of the wings is used as a dormitory and under the dormitories are the dining rooms. The cost of the building was $150,000. During the years 1919 and 1920 barns and outbuildings were erected and a dairy was placed in operation. While these improvements were under way the old workhouse in the city was retained in use, but with the beginning of 1921 all those sentenced for any length of time were sent to the Welfare Farm. An appropriation of $50,000 was made by the council for maintenance for the year 1921, but it was then stated that the farm would be self sustaining by 1923.

TOLEDO STATE HOSPITAL

In 1883, and for several years prior to that time, there were about one thousand insane persons in the county jails and infirmaries of the state. Gov. Charles Foster, in his message to the General Assembly in 1883 called attention to this fact and also reminded the Legislature that the constitution of Ohio required that these unfortunates should be cared for by the state government. At that time the condition of the state's finances was such that not more than $600,000 could be made available for new insane asylums. General Brinkerhoff, then a member of the State Board of Charities, advanced the idea that by the erection of detached buildings (later known as the cottage system) that sum would be sufficient for the establishment of a new asylum. Governor Foster fell in with the idea and presented the matter to the house committee on state charities, of which Noah H. Swayne, of Lucas County, was chairman.

A bill providing for a commission to select a location and decide upon a plan

for a new asylum was passed in April. It named the governor, state auditor, secretary of state, attorney-general and General Brinkerhoff as the commission and appropriated $500,000 for the asylum, with the requirement that accommodations should be provided for at least 650 patients. After visiting the hospital at Kankakee, Illinois, and similar institutions in other states, the commission decided to adopt the cottage plan, with two general dining rooms—one for males and the other for females. Then came the question of the location. The commissioners of Lucas County offered to donate a tract of 150 acres, the west side of the infirmary farm, and the City of Toledo agreed to supply the institution with water at the actual cost of pumping. The gas company also made a special rate on gas. These liberal inducements resulted in the selection of Toledo as the place for the new asylum.

Governor Foster then appointed the following board of trustees to take charge of the erection of buildings, etc.: John W. Fuller and George L. Johnson, of Toledo; William E. Haynes, of Fremont; John W. Nelson, of Bryan; and Robert G. Pennington, of Tiffin. This board proceeded with the erection of buildings according to the plans and specifications adopted by the commission and in June, 1884, the contract was awarded to M. J. & William Malone, of Toledo, for $399,763. A few of the buildings were ready for occupancy in November, 1887, but the hospital was not formally opened until the early part of 1888, when several hundred patients were admitted under the superintendency of Dr. H. A. Tobey.

The requirement that the new asylum must accommodate not fewer than 650 patients was greatly exceeded, as when the hospital opened provisions had been made for 1,100. In thus increasing the capacity above the specifications, the cost was correspondingly increased. Changes in the contract involving additional work brought the cost of the original hospital up to $700,000. Much of the work of beautifying the grounds, constructing the driveways, preparing flower-beds, etc., was done by the patients. Many improvements have been made since the institution was opened in 1888 and the value of the property now is considerably over a million dollars. The official designation is the "Toledo State Hospital for the Insane." Dr. Otto O. Fordyce was superintendent in 1922.

SOCIAL SERVICE FEDERATION

The foregoing, with the exception of the Humane Society, represents the penal and charitable institutions which have been established by the state, county and city and are maintained at the public expense. There are, in addition, a number of charitable institutions and societies whose work is deserving of notice.

Foremost among these miscellaneous charities is the Social Service Federation—formerly the Toledo Federated Charities. It is what its name implies—a federation of several organizations engaged in charitable work. Its work is divided into departments, so that there is no duplication of work or conflict in carrying out charitable undertakings. Mention has already been made of the Wayfarers' Lodge established by the federation in the old workhouse. In the upper rooms of that building is a depot for receiving donations of cast off clothing, which is repaired or cut down to smaller sizes and given to the poor.

During the summer months of 1922 the Children's Aid Department of the federation maintained a "fresh air camp" at Presque Isle, in which about three hundred children from the congested districts of the city, many of them under-nourished, were given the benefits of pure air and wholesome food for several weeks. In this work the Exchange and Kiwanis clubs coöperated with the federation by transporting the children to and from the camp in automobiles, and the District Nurse Association furnished nurses to look after the health of the boys and girls. This department has also found homes for many children deserted by their parents, or whose parents were unable to support them. The headquarters of the Social Service Federation are at 572 Ontario, with Arthur A. Guild in charge as superintendent. In 1922, 5,198 families were looked after, and 2,753 families, of which 437 had children, were given relief.

DISTRICT NURSE ASSOCIATION

In October, 1902, this association was organized. Previous to that time, however, the King's Daughters had employed Miss Margaret Edmonds as a visiting nurse for three months. She was succeeded by Miss Josephine Riese in January, 1902, and when the association was organized in October a second nurse was added. In 1905 two more were added, one by the association and one by the Thalian Club. In 1907 the latter withdrew from the arrangement and the District Nurse Association was incorporated on November 10, 1908.

The residence property at 1517 Monroe Street was obtained for headquarters and Miss Josephine Riese was installed as superintendent. A free dispensary for women and children was opened and two more nurses were employed. At the close of the year 1922 the association had twenty-five nurses employed in the districts and fifteen in special work. During that year 9,154 patients were visited in the districts and 3,886 were treated in the dispensary. The nurses made an aggregate of 80,502 visits. One of the most important features of the association's work is the nutrition class, where under-nourished children are brought up to normal weight and their parents taught food values so the children may be kept normal. Miss Grace S. Frost was president when this report was made. The figures convey some idea of the amount of work performed.

ST. ANTHONY'S ORPHANAGE

This is one of the oldest charities in the City of Toledo. It was founded by Bishop Rappe and Father Everard and the first child was admitted on November 12, 1855. Mother Deschamps, then Superior of the Grey Nuns of Montreal afterward became the Superior of the Orphanage. The present building was dedicated on October 27, 1907, and with the grounds and equipment represents a valuation of $300,000. It is located at the junction of Cherry and Frederick streets. The institution, with accommodations for 250 children, cared for 294 in 1922. It receives boys from two to twelve years of age and girls from two to fifteen years of age. The Orphanage is supported by money received from parents or relatives of children cared for; by an annual collection in all the Catholic churches in the Toledo Diocese; and by contributions from individuals.

OTHER CHARITIES AND PHILANTHROPIES

Besides many societies auxiliary to churches and composed mainly of women church members and which deal more or less with charitable work, dispensing relief and assistance of a general character, directed largely to families that have been reduced to want through sickness or lack of employment, there are a number of separate organizations and institutions, each of which was established with a particular object in view. Three homes for old people offer shelter and comfort for those who have become too far advanced in years to keep up the battle of life. They are the Home for the Aged, located at 1616 Starr Avenue, conducted by the Little Sisters of the Poor; the Lutheran Home for Orphans and Old People, at 2465 Seaman Street, and the Old Ladies Home, at 3113 Collingwood Avenue.

The Adams Street Mission and Day Nursery, successor to one of the oldest relief and mission organizations in the city, is now located at 572 Ontario Street. It specializes largely in the care and day-nursing of children.

For the correction and reformation of unfortunate girls and young women, there are three institutions, two under the auspices of the Catholic Church, namely, the Convent of the Good Shepherd, located at 3502 Lagrange Street, and the St. Philomena Home, at 1615 Monroe Street.

Affiliated with other institutions under the same name in many cities in the country is the Florence Crittenden Home, whose location is at 737 Ontario Street. There care and encouragement is given to unmarried mothers. In 1922, 75 such unfortunates found shelter here.

In addition to the three institutions spoken of, an association formed out of the women's clubs of the city, called the Women's Protective Association, and operating through the Police Department as a temporary clearing house for women's cases, does very important work. During 1922 it looked after 398 individuals who received on an average more than ten days' care, each. Thirty-four agencies of various kinds in the city are coöperating with this association.

For girls who need temporary assistance until they get their bearings, three organizations are at work, the Flower Home for Girls, under a foundation within the control of the Methodist Church, is located at 1324 Superior Street, and the Luella Cummings Home, under a private foundation and managed by an organization of charitable ladies, has its place at 141 Twenty-second Street. The colored people have a very effective organization of this class, called the Home for Colored Girls, located at 525 Dorr Street.

Two National Catholic Community Houses are maintained on organization lines established by the church—one at 624 Cherry Street and one at 1962 Genessee Street, East Toledo. In these houses English classes are conducted, also classes in sewing and domestic science, and public lectures are also given. Various women's and girl's societies of the Catholic Church have their meeting places at these addresses and in the Genessee Street house a library is maintained.

The Travelers' Aid Society which, while not so confined in its activities, renders special assistance to women travelers, with desks at the Union Depot and the Interurban Station, has an office in the Valentine building. During 1922 17,151 persons were assisted by this organization.

The Salvation Army and the Volunteers of America both actively conduct

their several lines of work in the city. The former maintains a Wayfarers' Home at 137 Erie Street.

SETTLEMENT AND COMMUNITY WORK

While not being strictly charitable institutions, yet in many ways coöperating with other organizations and individually directly active in charitable work, several community and settlement centers in the city may be noticed here. The North Toledo Community Settlement has a well equipped building with grounds at 3439 Erie Street where playground activities are supervised and where classes, recreations and community work of many kinds are conducted. It is the meeting place for mothers' clubs, boy and girl scout troops, and a general center for neighborhood activities.

The Ohio Neighborhood Institute, organized and for many years conducted by Rev. H. W. Hoover and wife, with grounds and buildings at 1027 Vinal Street, East Side, contributes in a very important way to the Americanization of and cultural assistance to the foreign born. Here, also, are conducted the activities general to a community center, with supervised playgrounds and recreations of various kinds. It maintains its own scout troops for boys and girls.

The Toledo City Mission, organized and controlled by the Federation of Protestant Churches, at 8 South St. Clair Street handles acceptably settlement and important work of the character usual to such an organization. In 1922 690 cases were dealt with. Free lodgings are supplied to the necessitous and other lodgings at a reasonable fee are provided. Meals are served at cost and assistance is rendered in obtaining employment.

The Frederick Douglass Center is located at 15 11th Street. This institution, although but three or four years old, has grown rapidly in importance and in the beneficial effect of its work among the colored people. It was founded and is managed exclusively by colored citizens. It provides facilities for recreations, educational, amusement and religious activities, especially for boys and girls. The class membership in 1922 was 357.

The Jewish Educational League, under the auspices of the Jewish Federation, has a very finely equipped building at 1900 Linwood Avenue. This is also used as a community center. There are maintained, besides a religious school, a library, clubs and classes for children and a gymnasium, and it is a meeting place for Americanization societies and mothers' clubs. Fifty-three organizations use the building. About 700 children were interested in various activities in 1922 and about 500 adults. On an adjoining lot is erected a commodious and well furnished cabin for the Jewish boy scouts.

Toledo, of course, has its boy and girl scout organizations. The boy scouts have a fine cabin on a public reservation on Ontario Street between Madison and Adams, and the headquarters of the girl scouts are in the Valentine building. In 1922 there were 78 troops of boy scouts, with a membership of 2,025, supervised by 525 volunteer leaders. Near Sylvania has been purchased and equipped a scout reservation of 140 acres, on which, in 1922, had been erected 25 cabins. A summer camp has been maintained for several years at Vinyard Lake, Michigan.

In 1923 there were 27 registered troops of girl scouts and 9 affiliated non-registered troops. The girl scouts membership was 1,021, with 53 leaders.

TOLEDO HOSPITAL

ST. VINCENT'S HOSPITAL

The organized work for the benefit of crippled and otherwise physically unfortunate children, which work Toledo initiated, is considered in Chapter 34.

HOSPITALS

The hospital accommodations of Toledo are as good as those of most cities of its population. The oldest hospital in the city is St. Vincent's, which was established in October, 1855. It is located at 2213 Cherry Street and is conducted by the Sisters of Charity, thirty members of the sisterhood being engaged in hospital work. St. Vincent's has accommodations for 230 patients at one time and the grounds, buildings and equipment represent an investment of $550,000. A training school for nurses is conducted in connection.

In the fall of 1874 the Women's Christian Association undertook the establishment of a hospital. They were aided materially by Drs. S. H. Bergen and S. S. Lungren. Property on Union (now Twelfth) Street, near Cherry, was purchased and the first patient was received in October, 1874. In December, 1876, the institution was incorporated under the name of the "Protestant Hospital of Toledo." Improvements have practically obliterated the original hospital building. This hospital, located at the intersection of Twelfth, Sherman and Cherry streets, is now known as the Toledo Hospital. A dispensary and nurses' home are conducted by the hospital management.

The Flower Hospital, at 3349 Cherry Street, is the outgrowth of the Deaconess Home, which was opened on Glenwood Avenue in 1902. During the next eight years the institution was located successively on Glenwood Avenue, Monroe Street and Robinson Avenue, in rented quarters. Stephen W. Flower died in the fall of 1908 and left the hospital $20,000. Upon the death of his widow, Mrs. Ellen B. Flower, the family residence and about two acres of ground, at Collingwood Avenue and Cherry Street, were given as a site for a hospital, to be known as the "Flower Hospital." Ground was broken for a new building on May 25, 1909, and the first patient was received on February 1, 1910. In 1922 plans were perfected for extensive improvements, which, when carried out, will make this hospital one of the largest in the city. In January and February, 1923, $600,000 were subscribed in Toledo and surrounding territory to realize these plans.

Mercy Hospital, located at 2221 Madison Avenue, was incorporated in 1913; but was not opened for the admission of patients until June 21, 1918. It is conducted by the Sisters of Mercy and is in many respects the best equipped hospital in Toledo. Although its capacity is only about half that of St. Vincent's, the value of the grounds, buildings and equipment is $600,000, exclusive of the building used as a training school for nurses.

Robinwood Hospital was established as a private institution. Its finely equipped building is located at 2517 Robinwood Avenue, where its work has been successfully conducted for more than ten years. It is soon to pass into the control of the Lutheran Church people.

The Maternity and Children's Hospital has a fine plant at 1609 Summit Street. Its organization brings to its support many citizens prominent in Toledo civic organizations. In the fall of 1922 a little less than $200,000 were raised by private subscription for extensions and improvements.

The six hospitals above named participate in the Community Chest enterprise.

In 1922 they cared for 14,171 patients, of whom 1,991 were treated without any charge and 7,308 paid part fees only. In the same time 6,942 operations were performed, and there were 1,384 maternity cases.

The East Side Hospital and Training School for Nurses, hitherto a private institution, for which a movement is on foot towards enlargement as a semi-public hospital, is located at 1153 Oak Street. The city maintains a municipal hospital for attention, specially, to blood diseases, at 428 Lafayette Street.

The City of Toledo maintains a free dispensary at 503 Erie Street, with a competent physician always in attendance. When the Thalian Club withdrew from the District Nurses' Aid Society in 1907, it did so for the purpose of establishing a dispensary for tuberculosis patients. The dispensary was for some time located at 118 Michigan Street, but was removed to 501 Erie Street, adjoining the city dispensary.

THE COMMUNITY CHEST

Before America entered the World war, each charitable society in the city solicited funds separately for the purpose of carrying on its work. When the community united to urge the sale of Liberty Bonds and to promote war activities and interests, some one conceived the idea of a central agency to raise a community fund for the city's charities. The result was the Community Chest, the idea of which was to make but one campaign for funds for all charitable, philanthropic and welfare organizations of a public nature in the city, thus preventing duplication of work and avoiding destructive rivalries. This plan has placed the collection of good clothing and other necessities and the raising of many contributions on a much more practicable basis than under the old system. The general headquarters of the Community Chest are 517 Produce Exchange building, and it has succeeded and greatly expanded the work of the old associate charities. In 1920, the first year of its campaign, the Community Chest raised $495,000, distributed to 32 organizations; in 1921 it raised $478,000, distributed to 36 organizations, and in 1922 there were raised $640,000, and 38 organizations were aided. The budget for the year beginning May 1, 1923, called for an expenditure of more than one hundred thousand dollars in excess of the expenditures for the previous year, or a total of $675,000. In an enthusiastic campaign, April 23-30, inclusive, $690,000 were subscribed. As an index of the scope of the Community Chest work, the budget for 1923 is here reproduced:

American Legion	$ 4,800
Americanization Board	4,500
Boy Scouts	27,000
Convent of Good Shepherd	12,532
District Nurse Association	52,000
Colored Working Girls' Home	1,450
Florence Crittenden Home	4,500
Flower Hospital	19,080
Frederick Douglass Center	7,700
Girl Scouts	5,200
Jewish Federation	24,000

League for Hard-of-Hearing	2,500
Luella Cummings Home	11,737
Lutheran Orphans' and Old Folks' Home	12,000
Maternity and Children's Hospital	31,500
Mercy Hospital	18,702
National Catholic Community House (East Toledo)	7,175
National Catholic Community House, Cherry Street	5,760
Newsboys' Sisters'	2,260
North Toledo Community House	7,700
Ohio Neighborhood Institute	5,500
Old Adams Street City Mission	7,000
Old Ladies' Home	3,150
Robinwood Hospital	9,900
St. Anthony's Orphanage	28,760
St. Vincent's Hospital	31,120
Salvation Army	7,250
Social Service Federation	55,640
Toledo City Mission	4,000
Toledo Dental Dispensary	7,000
Toledo Hospital	49,775
Toledo Newsboys Ass'n	8,346
Travelers' Aid Society	7,200
Women's Protective Ass'n	4,422
Y. M. C. A.	44,805
Y. M. C. A. South Side Branch	4,000
Y. W. C. A.	31,000
Ohio Institute for Public Efficiency	2,500
Shrinkage (due to death, removals, etc.) Campaign expense, administrative expense and Emergency Fund, total	101,536
Total	$675,000

CEMETERIES

About 1830 Dexter Fisher set apart about two acres of land, on the south side of the road between Port Lawrence and Tremainesville, for a cemetery. This is said to have been the first provision for the burial of the dead made in Toledo. The Fisher Cemetery was near the present intersection of Madison Avenue and Seventeenth Street. It was abandoned about 1840.

Early in the history of Vistula a small tract of ground, near the present crossing of Lagrange and Bancroft streets, was used as a place of interment until about 1838. In that year the proprietors of Port Lawrence agreed to donate a small piece of ground (Lot No. 859) near the present intersection of Dorr Street and City Park Avenue, for burial purposes. In January, 1839, the city council took steps to fence the land and divide it into burial lots, but the property was sold for taxes before the arrangement could be carried out and the city lost possession.

Eight acres of land were purchased by the city from Benjamin F. Stickney in 1839 and the first permanent cemetery was established thereon. This tract lay

outside the city limits and now forms part of Forest Cemetery. The ground was cleared in small sections as needed, but by 1865 the accommodations of the premises had become so nearly exhausted that further provisions were made necessary. The council appointed a committee, consisting of William Baker, D. E. Gardner and James C. Hall, to examine lands near the city, with a view to the establishment of a new cemetery. The committee reported in favor of purchasing a tract of land in Washington Township, about where Willys Park is now situated, but the council decided that it was too far from the city and instead bought eighteen acres adjoining Forest Cemetery, making a total of twenty-six acres in that cemetery, which lies between the Ann Arbor Railroad and Stickney Avenue, extending from Mulberry to Paxton Street.

Ten years later it became apparent that the growth of the city made it imperative to provide greater burial accommodations. Accordingly, in December, 1876, the Woodlawn Cemetery Association was organized, with the following as the first board of trustees: D. W. Curtis, B. F. Griffin, Edward Malone, C. B. Phillips, William St. John, H. S. Stebbins, J. L. Stratton, H. D. Walbridge and H. S. Walbridge. After examining various proposed locations, the trustees decided in favor of the Richards farm—the southwest quarter of Section 22, Washington Township—near the site recommended by the committee of 1865 and rejected by the council. Some time was spent in laying out the grounds and the cemetery was formally dedicated on Sunday, October 21, 1883. This is now the largest cemetery near Toledo and it is considered one of the finest in the State.

Other cemeteries are: Calvary, situated on Dorr Street, just west of the Parkside Boulevard and extending north to Ottawa Park; St. Francis de Sales, between the Manhattan Road and the Boulevard at Lagrange Street; Collingwood, bounded by Phillips Avenue, Norman Drive, Haverhill Street and the Ten-Mile Creek; St. John's (Lutheran), on Seaman Street near Wheeling; North Oregon, on the Otter Creek Road, between Consaul and York streets; St. Peter's, at Western Avenue and Wayne Street; St. Mary's, at Lagrange Street and the Manhattan Road; St. Patrick's, at Dale and Wayne streets; Willow, just north of the Woodville Road beyond the city limits; B'Nai Israel and B'Nai Jacob (Jewish), on the Otter Creek Road beyond the city limits; Eagle Point (Jewish) on the Eagle Point Road near the Maumee River; Haughton, on Central Avenue a short distance south of Monroe Street, and Memorial, on Monroe Street extended, particularly noticed in Chapter XIV. Several of these cemeteries have offices in the city, where arrangements for burials may be made. Caretakers are provided to keep the cemeteries in order, and the modern burial place is far different from the unsightly tangle of weeds and shrubbery that marked the early neglected graveyards.

CHAPTER XXXI

LUCAS COUNTY BENCH AND BAR

BEGINNING OF CIVIL LAW—PURPOSE OF THE COURTS—THE LAWYER AS A CITIZEN—THE EARLY COURTS—COMMON PLEAS JUDGES—SUPREME COURT—DISTRICT COURT—CIRCUIT COURT—PROBATE COURT—COURT OF APPEALS—UNITED STATES DISTRICT COURT—THE WESTERN DIVISION—THE BAR—PIONEER LAWYERS—PERSONAL SKETCHES OF PROMINENT ATTORNEYS—TOLEDO BAR ASSOCIATION—INCIDENTS AND TRIALS—STATE VS. STEINMETZ—JUDGE WAITE'S GENEROSITY—GRIBBEN VS. GRIBBEN.

Civil law made its appearance as soon as men began to realize that they were dependent upon each other, and that some system of rules was essential for the protection of person and property, so long as these rules did not abridge certain rights of the individual or come in conflict with the common interest. The legislator and the lawyer were therefore among the earliest agents of the world's civilization. At first the laws were few and simple and the methods of the primitive courts were doubtless crude, as compared with the tribunals of the Twentieth Century. As occupations and the interests of the people became more varied, as new lands were discovered and settled, as commerce began to carry the arts, ideas and customs of one country to another, laws grew more complex and were arranged into codes. A fairly good history of any country might be compiled from its laws and court decrees.

PURPOSE OF THE COURTS

Robert Burns, in his cantata of the "Jolly Beggars," describes a gathering of vagabond characters at the house of "Poosie Nansie," to spend an evening in drinking and merry-making. During the festivities a strolling tinker sings a song, all joining in the refrain:

"A fig for those by law protected,
Liberty's a glorious feast;
Courts for cowards were erected,
Churches built to please the priest."

It is possible that such a sentiment may find lodgment in the mind of the "Jolly Beggar" of today, but the great majority of the people, especially citizens of the United States, know that courts were not erected for cowards, but to protect the lives, liberties and property of the great and humble without distinction, and to interpret and aid in enforcing the laws. Within recent years a great deal has been said about the "law's delays," and the public press has urged

the necessity for judicial reform. Perhaps some of the criticisms have been well founded and no doubt improvements might be made in our judicial system, but many persons, lacking in the power of discrimination, have condemned the entire system because a few judges have failed to measure up to the proper standard, and the entire legal profession has been branded by such unthinking persons as one of trickery because an occasional lawyer has seen fit to adopt the tactics of the shyster or pettifogger. When the citizen of the United States feels inclined to criticise his courts, let him bear in mind that the founders of the American Republic were sincere in their efforts to provide courts for the impartial application of the laws, and that a large number of the great men in our national history were lawyers.

John Marshall, one of the early chief justices of the United States Supreme Court, was a man whose memory is still revered by the American people and his legal opinions are still quoted as authority by the members of his profession. Thomas Jefferson, James Monroe and Robert R. Livingston, who negotiated the Louisiana Purchase and gave to their country an empire in extent, were lawyers. Daniel Webster, Henry Clay, Thomas H. Benton, Salmon P. Chase, Stephen A. Douglas, Rufus H. Choate, William M. Evarts and a host of others wrote their names permanently upon the pages of their country's history chiefly through their knowledge of the laws, and all were men of unquestioned loyalty and love of justice. And last, but not least, stands Abraham Lincoln, self educated and self reliant, whose consummate tact and statesmanship saved the Union from disruption.

THE EARLY COURTS

When Lucas County was created in 1835, it was attached to the Second Judicial District, of which David Higgins was the presiding judge. The first session of the Court of Common Pleas was held at Toledo about 2 A. M., September 7, 1835, and has been described in the chapter on the Boundary War. It was held merely for the purpose of making a record to show that Ohio had exercised jurisdiction within the limits of that belt of country claimed by both Ohio and Michigan and the session lasted but a few minutes.

The second session was convened on Wednesday, April 27, 1836. Judge Higgins, who had failed to attend the first session for fear of arrest by the Michigan authorities, was present to preside and the three associate judges—Baxter Bowman, Jonathan H. Jerome and William Wilson—were also in attendance. The first business of the court was to impanel a grand jury and the following citizens were called as grand jurors: Silas Barnes, Calvin Comstock, Willard J. Daniels, Allison DeMott, Henry Dilgart, Luke Draper, Jacob Gnagy, James John, Coleman I. Keeler, David Mills, Alonzo Noble, Samuel Searing, Dr. Oscar White, James M. Whitney and Cornelius Wiltse. Samuel Searing was chosen foreman.

That grand jury returned two indictments against John Wilson for petty larceny and he was placed on trial before a petit jury composed of the following: John Baldwin, Henry A. Cooper, Edward Corser, Selah Divine, Ralph Farnsworth, Jarvis Gilbert, Willard Gunn, Samuel R. Jennings, William Martin, Hopkins S. Mills, John Pettinger and Amos Stow. Andrew Coffinbury, of Mansfield,

was appointed prosecuting attorney. Wilson was found guilty on both indictments and in each case was assessed a small fine and sentenced to serve six days in jail, or twelve days in all. At the close of the term Coffinbury was allowed fifteen dollars for his services as prosecuting attorney.

During the session of two days tavern licenses were granted to Mortimer H. Williams, of Toledo; John C. Allen, John Burdo, Benjamin D. Coffin and James John, of Maumee; an auctioneer's license was granted to Munson H. Daniels; ferry licenses were granted to Alva D. Wilkinson, of Toledo; Jonathan Wood, of Maumee; and C. P. Johnson, of Manhattan.

The next session of the Common Pleas Court began on Monday, November 7, 1836. Judge Higgins again presided and the associate judges were the same, except that John Baldwin appeared in the place of Judge Wilson, whose death had occurred a short time before. Emery D. Potter had been elected prosecuting attorney in October, but when the court fixed his salary as $50 a year he declined to serve and John Fitch was appointed by the court. At this term Matthew Byrnes was convicted of voting in two townships at the election in October and was fined $50 and costs. Joseph R. Williams, of the Massachusetts Bar, was admitted to practice, and the record contains the following entry:

"In consideration of the fact that attorneys of Ohio are admitted to practice in the courts of Michigan, without formal admission to the Bar of that State, Warner Wing and Robert McClelland of Monroe, Michigan, are hereby granted like privilege at this court."

This is said to have been the first act indicating the restoration of good feeling between the two commonwealths after the Boundary war. Several tavern licenses were granted during the term; Eli Hubbard and Julia Wilson were appointed administrators of the estate of William Wilson, deceased, the will of William Sibley was probated, with Horace Thacher and Rebecca Sibley as executor and executrix, respectively, and naturalization papers were issued to John Leybourne, a native of England, who was the first man to be naturalized in Lucas County.

COMMON PLEAS JUDGES

It would be inexpedient to attempt an account of every session of the Common Pleas Court, or a personal sketch of every Common Pleas Judge who has sat on the bench in Lucas County. But there are some of the presiding judges who stand out as landmarks in the legal history of the county and are entitled to notice. David Higgins, the first judge, seems to have had a rather exalted idea of the importance of his position. While on the bench he was dignified and austere and promptly reproved an attorney for the slightest infraction of the rules of the court, though he frequently permitted his own temper to lead him into absurdities. After retiring from the bench he practiced law at Maumee until 1846, when he accepted a position in one of the departments at Washington. He remained in the Government service until his death in January, 1874.

In the fall of 1837 Judge Higgins was succeeded by Ozias Bowen, of Marion. He was just the reverse of his predecessor in disposition, mild and even tempered, yet firm and fearless in the administration of justice. During his brief

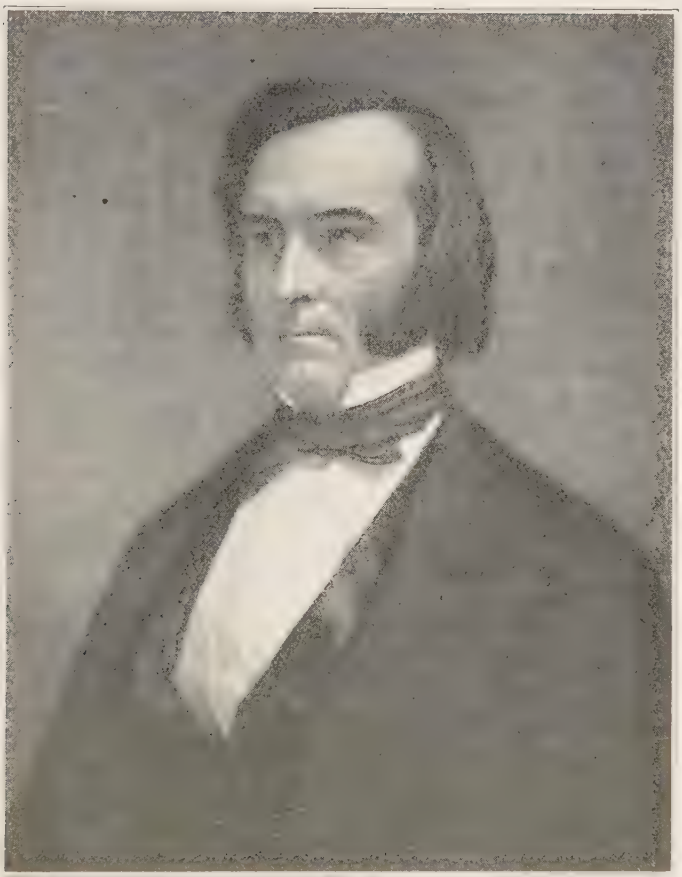
service in Lucas County (two or three terms of court), he won the reputation of a just and upright judge and made many friends. His term was cut short by the action of the Legislature of 1838-39, which created a new judicial circuit composed of ten of the counties in Northwestern Ohio, of which Emery D. Potter was chosen presiding judge.

Emery D. Potter was born near Providence, Rhode Island, in 1804. When he was about two years old his parents removed to Otsego County, New York, where he received a common school education. He then entered the law office of Dix & Cook at Cooperstown as a student. John A. Dix, the senior member of this firm was afterward governor of New York, United States senator from that state, secretary of the treasury under President Buchanan, and one of the prominent Union generals in the Civil war. Mr. Potter was admitted to the bar in New York, but soon afterward joined the tide of immigration to the west and late in the year 1834 landed in Toledo—the first lawyer to establish an office in the town. In 1836 he was appointed postmaster and held that position until elected Common Pleas judge in 1839.

According to the custom of that day, Judge Potter "rode the circuit" on horseback, frequently accompanied by lawyers from different counties, carrying their law libraries in their saddle-bags. In 1843 Judge Potter was nominated by the Democratic convention for representative in Congress. He overcame a Whig majority of 600 and was elected. While in Congress he was a member of the special committee that led to the founding of the Smithsonian Institution. He then served two terms as mayor of Toledo. In 1847 he was elected to represent Lucas County in the State Legislature and the next year was again elected to Congress. At the opening of the next session of Congress he received seventy-eight votes for speaker of the House. As chairman of the committee on post offices and post roads, he was the author of the bill providing for three-cent postage and the coinage of the three-cent coin. At the expiration of his term he resumed the practice of law in Toledo.

In 1857 Judge Potter was appointed judge of the Territory of Utah, but declined on account of his business and professional interests in Toledo. Two years later he was appointed collector of customs at Toledo and held that position until 1861. From 1873 to 1875 he was a member of the Ohio State Senate. The following, from Knapp's "History of the Maumee Valley," presents a picture of the old days when the judge and attorneys rode from one county to another for the purpose of holding court:

"Each term of court in Wood County was a carnival of fun for the lawyers. The presiding judge and circuit lawyers always put up at Spafford's Exchange, where the judge (Potter) occupied habitually the best sleeping room in the house, a capacious apartment in the northwest corner, over the bar room, to which the lawyers resorted nightly for a social time. The Count (Coffinbury), Spink and Way were the chief actors. Way was not naturally humorous, but the Count and Spink had a way of playing about and making him funny in spite of himself. The three constituted a capital theatrical stock company, including the orchestra in which the Count represented the bassoon, Spink the violin and Way the trombone, while the judge would act as stage manager. These entertainments were the most brilliant and hilarious during the time that our friend, Judge Potter, presided over the circuit. The judge always preserved inviolate his dignity on the



EMERY D. POTTER
Toledo's first attorney-at-law

bench, but, like a popular schoolmaster, would play with the boys out of school hours, and joined heartily in the laughs which his rare fund of humor always produced. The judge sometimes opened the entertainment by singing his favorite song of 'Lord Lovel,' which was always received with tremendous applause and the encore was frequently responded to by 'Rosin the Bow,' in which he was inimitable."

About the time he was elected to Congress in 1843, Judge Potter married Miss Mary A. Card, of Willoughby, Ohio. She died in 1847, leaving one son, Emery D., Jr., and the judge afterward married Miss Anna B. Milliken, by whom he had one daughter, Anna Claire. Judge Potter died at Toledo on February 3, 1896. His son is still practicing law in Toledo.

When Judge Potter was elected to Congress in 1843, he was succeeded by Myron H. Tilden. Until about 1842 the salary of the presiding judge was $1,200 per year, but in 1842 the Legislature reduced the pay to two dollars a day (Sundays included). Judge Tilden was born in the State of New York, August 15, 1814, a posthumous son of Dr. Myron W. Holmes. In 1817 his mother came to Ohio and settled in Huron County, where Myron was adopted by Dr. Daniel Tilden, taking his name. After attending the Norwalk Seminary he entered the law office of T. B. Sturgis, one of the leading attorneys of Norwalk, and later completed his legal studies under Judge Ebenezer Lane, of the Ohio Supreme Court. In 1835 he was admitted to the bar and began practice at Norwalk.

In 1838 he and John R. Osborn, also of Norwalk, came to Toledo and opened a law office under the firm name of Tilden & Osborn. Mr. Osborn returned to Norwalk the following year and Mr. Tilden became associated with Charles W. Hill and Henry Bennett. In 1840 Mr. Tilden was elected mayor of Toledo and served four years, or until he was elected to the office of presiding judge of the Common Pleas Court. He resigned as judge in 1847 and in 1850 removed to Cincinnati, where he was almost immediately elected professor of equity jurisprudence in the Cincinnati Law School, which position he held for ten years. In 1873 he was appointed judge of the Superior Court of Cincinnati for an unexpired term, at the close of which he was elected for a full term. He then practiced law in Cincinnati until a short time before his death in 1888.

Upon the resignation of Judge Tilden, E. B. Sadler, of Sandusky, was appointed to the vacancy. He was succeeded under the new constitution in 1851 by L. B. Otis. In 1854 the Legislature provided for an additional judge for the circuit and in the fall of that year John Fitch, of Toledo, was elected. Judge Fitch was born in Rensselaer County, New York, February 16, 1806. He was a descendant of Thomas Fitch, chief justice of the Connecticut Colony under the British crown, and his grandfather, also named Thomas Fitch, was a colonel under Washington in the Revolutionary war. He was admitted to the bar at Albany and in the fall of 1836 came to Toledo. In November of that year he was appointed prosecuting attorney, which position he held for three years. While serving in that capacity he won a reputation as a skillful lawyer and laid the foundation of a lucrative practice. In 1847 he was chosen city attorney of Toledo and in 1854 was elected judge of the Common Pleas Court. He remained on the bench until February, 1870. Upon his retirement from the bench the bar adopted complimentary resolutions regarding his "conscientious integrity, clear judgment and rare legal ability." These resolutions were presented by Judge Potter to the court at the opening of

the next session, with the request that they be entered upon the records, which request was granted. Judge Fitch died at his home in Toledo on October 29, 1888.

In 1869 an additional judgeship was created and the office was held by Charles E. Pennewell, of Norwalk, and T. P. Finefrock, of Fremont, until 1879, when John H. Doyle, of Toledo, was elected. Judge Doyle was born in Perry County, Ohio, April 23, 1844, of Irish parentage. After attending the elementary schools he entered Denison University, Granville, Ohio, but left that institution to enlist in Company A, Sixty-seventh Ohio Infantry, in 1862 and was commissioned second lieutenant on condition that he secure twenty recruits. While engaged in this task he was stricken with typhoid fever, which prevented him from attaining his desire to serve his country as a soldier. On recovering his health he began the study of law with Edward Bissell, of Toledo, and on his twenty-first birthday was admitted to the bar.

He began practice as a member of the firm of Bissell, Gorrill & Doyle. In 1879 the members of the bar of Lucas County gave him their indorsement for judge of the Court of Common Pleas and he was elected. In 1882 he was nominated by the Republican state convention for judge of the Ohio Supreme Court, but was defeated with his ticket in the election of that year. A little later a vacancy occurred on the Supreme Bench and he was appointed by Governor Foster for the unexpired term, which ended on February 9, 1884. Some years later both Presidents McKinley and Taft offered him the position of judge of the United States District Court for the northern district of Ohio, but each time he declined the honor. In 1884 he became the senior member of the firm of Doyle & Scott, his partner being Alexander W. Scott. The following year Charles T. Lewis became a partner and the firm name was changed to Doyle, Scott & Lewis. Judge Doyle remained at the head of this firm, which underwent some changes, until his death on March 24, 1919.

Judge Doyle served at various times as president of the Toledo and Ohio State Bar Associations, and of the National Bar Association before it was merged into the American Bar Association. He was a great student of history and was the author of some forty monographs on historical, legal and literary subjects. He was regarded as an authority upon the early history of the Maumee Valley.

Again in 1870 the Legislature authorized an additional judge for the first subdivision of the Fourth Judicial District and at the spring election in 1871 Joshua R. Seney was chosen for the position. Judge Seney was a native of Ohio and was a member of a family noted for legal attainments. His grandfather, Joshua Seney, was a member of the First Congress and was at one time chief justice of the Maryland Supreme Court. After attending Heidelberg and Antioch Colleges in his native state, Judge Seney completed his education in Union College at Schenectady, New York, where he graduated as a Master of Arts. He then studied law with Judge Pillars, of Tiffin, and was admitted to the bar in 1864. The same year he located in Toledo and began the practice of his profession.

Two incidents in the career of Judge Seney show that he was not wedded to precedent and mark him as an original, broad-minded and impartial man. He was the first judge to allow a colored man to sit on a jury in Lucas County and he decided that a clerkship was not an office within the meaning of the constitution, consequently a woman was eligible to a county clerkship. Judge Seney resigned in

November, 1874, to resume the practice of law. He died at Toledo on March 22, 1901.

When Judge Seney resigned James J. French was appointed by Gov. William Allen to serve until the next regular election, when B. W. Rouse was elected for the unexpired term. He was then elected for a full term. Charles P. Wickham, of Huron County, succeeded Judge Rouse in 1880 and was reelected in 1885. In 1886 he resigned to accept a nomination and election to Congress. Since 1886 the Common Pleas Court of Lucas County has maintained the prestige given it by its early judges. In 1922 the judges of the court were Harry W. Lloyd, James S. Martin, Charles M. Milroy and Byron F. Ritchie.

SUPREME COURT

Under the Ordinance of 1787 a general court, consisting of a chief justice and two associates, was created for the entire Northwest Territory. When the constitution of 1802 was framed, the convention copied this system and provided for a Supreme Court of three members, any two of whom should constitute a quorum for the transaction of business. A session of this court was to be held in each county of the state once in each year. The first session was held in Lucas County in July, 1837, by Judges Ebenezer Lane and Reuben Wood, but only some formal matters came before the court. Old lawyers used to speak with enthusiasm of this Supreme Court, as it traveled over the state. The first judges of the court—elected by the first General Assembly—were Samuel Huntington, Return J. Meigs and William Spriggs. Their salary was $800 per year, which remained the compensation of the supreme judges for many years. By the act of February 17, 1808, a fourth judge was added and the state was divided into two districts, within which any two judges were authorized to hold court. The act also provided for an annual extraordinary session, at which at least three judges must be present. Thus the court was divided into two branches. One was known as the "Supreme Court on the circuit," and the other as the "Supreme Court in bank."

With the exception of the years 1841 and 1842, a session of the Supreme Court was held in Lucas County every year after 1837 until the adoption of the constitution of 1851. The judges present at these sessions were as follows: Ebenezer Lane and Frederick Grimke, 1838; Ebenezer Lane and Reuben Wood, 1839; Peter Hitchcock and Reuben Wood, 1840; Reuben Wood and Matthew Burchard, 1843; Nathaniel C. Reed and Reuben C. Wood, 1844; Matthew Burchard and Reuben Wood, 1845 and 1846; Edwin Avery and Matthew Burchard, 1847 in 1848; Peter Hitchcock and William B. Caldwell, 1849; Peter Hitchcock and Rufus P. Spalding, 1850; William B. Caldwell and Peter Hitchcock, 1851.

The constitution of 1851 provided that the judiciary power of the state should be vested in a Supreme Court, District Courts, Courts of Common Pleas, Courts of Probate, Justices of the Peace, and such inferior courts as the General Assembly may from time to time provide. The Supreme Court was to be composed of five justices, and the first five men to occupy the bench were: Thomas W. Bartley, of Mansfield; William B. Caldwell, of Cincinnati; John A. Corwin, of Urbana; Rufus P. Ranney, of Cleveland, and Allen G. Thurman, of Chillicothe.

DISTRICT COURT

Under the constitution of 1851 the state was divided into nine common pleas districts, each of which was subdivided into three parts and a judge of the Common Pleas Court was to be elected in each subdivision. The District Court was made up of one of the judges of the Supreme Court and the judges of the Common Pleas Court of the respective districts, any three of whom constituted a quorum. This District Court took the place of the old county Supreme Court. It had original jurisdiction in mandamus, habeas corpus, quo warranto, etc., and such appellate jurisdiction as might be provided by law. One term of the District Court was required to be held in each county of the district annually and the court was the successor of the "Supreme Court on the circuit." All suits pending in the Supreme Court in the several counties were transferred to the District Court, and cases pending in the Supreme Court in bank were transferred to the Supreme Court.

This system continued for thirty-two years and during that period a session of the District Court was held in Toledo every year. Most of these courts were held by the judges of the Common Pleas Court, under the provision authorizing them to act as district judges. On only eight occasions was a justice of the Supreme Court present to act as the presiding judge, to wit: Thomas W. Bartley, 1852; Jacob Brinkerhoff, 1860; William Sutliff, 1862; Josiah Scott, 1863; William White, 1864; Jacob Brinkerhoff, 1866; Luther Day, 1867; John Welch 1869.

By the act of March 29, 1865, the Supreme Court justices were relieved from duty in the District Court for that year. During the next decade several laws relating to the state's judiciary system were enacted. By the act of April 4, 1870, it was provided that, if the supreme judges deemed best for the court to remain in bank, they should be exempt from the duty as serving as judges of the District Court. This act practically ended the service of the supreme justices as district judges.

The absence of a Supreme Court justice had a tendency to lessen the regard of lawyers for the opinions of a District Court composed entirely of common pleas judges. Another source of dissatisfaction with the intermediate court grew out of the fact that the common pleas judges were required to hold District Court without any extra compensation. The growth of population and the consequent increase in litigation crowded the dockets of the Common Pleas Courts and the judges cut short the terms of the District Courts. As time passed conditions grew worse instead of better. On July 8, 1880, a large number of lawyers met in Cleveland and organized the Ohio State Bar Association, the main purpose of which was to bring about an improvement in the judiciary system. At that meeting Rufus P. Ranney, one of the oldest and ablest lawyers in the state, said:

"The framers of our judicial system created an intermediate appellate court, called the district court, but they never contemplated that that court was going to be held exclusively by the very men who had tried the case in the first instance; that they were going to turn reviewers of themselves. It was an essential feature of their system, without which it never could have passed that convention, that a judge of the supreme court, with his knowledge and weight of character, should forever preside in the district court. What have we realized for years past in

actual practice? That court is held by judges who decided in the first instance and common pleas judges, doing as well as they can, but in nowise meeting the expectation of the public of an appellate court; the consequence is that all important litigation of the state finds its way right through this first Appellate Court into the Supreme Court."

The matter was referred to a "committee on judiciary and law reform." At the second meeting of the association, held in Toledo in 1881, the committee reported that nothing definite had been accomplished and it was continued for another year. At Cincinnati in 1882 the committee reported a bill, Section 1 of which was as follows:

"The judicial power of the state is vested in a supreme court, circuit courts, courts of common pleas, courts of probate, justices of the peace, and such other courts inferior to the supreme court as the General Assembly may, from time to time, establish."

Section 2 fixed the number of supreme justices at five, "until otherwise provided by law," and defined their jurisdiction. Another section provided that: "The circuit court shall have like original jurisdiction with the supreme court, and such appellate jurisdiction as may be provided by law. Such courts shall be composed of such number of judges as may be provided by law, and shall be held in each county, at least once in each year. The number of circuits and the boundaries thereof shall be prescribed by law."

CIRCUIT COURT

In the plan proposed by the State Bar Association is found the first mention of a Circuit Court. The plan, in the form of a constitutional amendment, was submitted to the General Assembly in 1883, and that body adopted a joint resolution providing for its submission to the voters of the state at the next general election. It was carried by a substantial majority and became sections 1, 2 and 6 of Article IV of the state constitution. To carry out the amendment, the General Assembly, on April 18, 1884, passed an act dividing the state into seven circuits and providing for the election of three judges in each district, or circuit. The Sixth Circuit was composed of the counties of Cuyahoga, Erie, Huron, Lorain, Lucas, Medina, Ottawa, Sandusky and Summit. The first judges elected in this circuit were Charles C. Baldwin, of Cleveland; George R. Haynes, of Toledo; and William H. Upson, of Akron.

George R. Haynes was born in Monson, Massachusetts, January 24, 1828. When he was about eight years old his parents removed to Ohio and settled in Huron County. He lived on the farm, attending school during the winter months, until he was seventeen years of age. He then entered the Norwalk Academy, where he continued his studies until he reached his majority. At intervals, while attending the academy, he taught in the district schools. Deciding upon the law as his profession, he studied with John Whitleck, of Norwalk, then with Judge Lucius B. Otis, of Fremont, and in 1852 he was admitted to the bar. The first two years of his practice were spent in Fremont and one year of that time he was prosecuting attorney of Sandusky County.

In 1854 he removed to Toledo. For brief periods he was in partnership with John Ray, Daniel O. Morton and Ira E. Lee. Later he was associated with

Josiah F. Price, Clayton W. Everett and Angus Mackintosh, and still later with George H. Beckwith and Emery D. Potter. In 1859 he was elected city solicitor and held that position for three years. From 1864 to 1868 he was prosecuting attorney of Lucas County, and in 1872 he was one of the Republican presidential electors for his Congregational district. In 1883 he was the Republican candidate for judge of the Court of Common Pleas. Although defeated he ran several hundred votes ahead of his ticket. In fact, he received the certificate of election and served on the bench for a few months, but his election was contested and the office was awarded to his opponent.

When the Circuit Court was created in 1884 he was elected one of the judges, taking his seat on the bench on February 9, 1885. He was three times reëlected and his fourth term, had he lived, would have expired on February 9, 1909. He died at Toledo on January 22, 1908, after a continuous service of twenty-three years on the Circuit Court bench. A memorial adopted by the Toledo Bar about ten days after his death, says: "As a judge, he was actuated by the purest sentiment and loftiest purpose, with a fixed desire to follow the law and do impartial justice. With a mind stored with legal knowledge, with a high order of reasoning faculties, with a calm and equable temperament, and with an intense longing to do what is right and just, he was an invaluable member of the court and contributed in no small degree to the high reputation which the Circuit Court of the Sixth Circuit has always borne throughout the state."

Within a few months after the establishment of the Circuit Court, it was proved that the Sixth Circuit was too large and the litigation too extensive for three judges. An eighth circuit was established by the act of March 21, 1887, which took the counties of Cuyahoga, Lorain, Medina and Summit from the Sixth Circuit and added in their place the counties of Fulton, Williams and Wood. By this change Judges Baldwin and Upson were transferred to the Eighth Circuit. Their places were filled by Charles S. Bentley, of Bryan, and Charles H. Scribner, of Toledo, who entered upon their judicial duties on February 9, 1888. The Circuit Court continued in existence until the adoption of the constitution of 1912. Besides George R. Haynes, the only other judges of the old Circuit Court from Lucas County were Charles H. Scribner and Reynolds R. Kinkade. The latter was elected in 1908 and is now one of the judges of the State Circuit Court of Appeals.

Judge Scribner was born at Norwalk, Connecticut, October 20, 1826, and was of English descent. His maternal grandfather served with Washington in the Revolution, and his paternal grandfather was a minuteman in the War of 1812. When only about twelve years old, Charles H. Scribner came to Ohio in advance of his parents and lived with his grandfather, who had come to the state in 1835. In the fall of 1838 his parents followed him and settled in Licking County. When about eighteen years of age, he was apprenticed to a saddler and harness maker. Prior to that time he had acquired the rudiments of an education in the common schools. While working at his trade during the day, he spent his evenings in study, giving particular attention to law, and in 1848 he was admitted to the bar.

In 1850 he formed a partnership with Henry B. Curtis, of Mount Vernon, which lasted for nineteen years. During the early years of his practice he was active in politics. In 1861 he was a candidate for judge of the Common Pleas Court, but was defeated. Six years later he was elected state senator for the district composed of Holmes, Knox, Morrow and Wayne counties. While in the

senate he was chairman of the judiciary committee and was a member of the commission to revise and codify the laws relating to municipalities. He was also influential in securing the adoption of a new "Code of Criminal Procedure." His "Law of Dower," published in 1864, is recognized as a standard authority on this subject, both in the United States and England.

In January, 1869, Judge Scribner removed to Toledo and formed a partnership with Frank H. Hurd, whom he had previously known in Knox County. Subsequently his son, Harvey Scribner, was admitted to a partnership and the firm Scribner, Hurd & Scribner. This partnership lasted until Judge Scribner's election to the bench in 1887. At the expiration of his first term as judge of the Circuit Court, he was reëlected for the term expiring on March 3, 1897, but his death occurred on February 23, 1897, ten days before the expiration of the term.

PROBATE COURT

The constitution of 1851 provided for a Probate Court, with one judge, in each county of the state. This court is peculiarly local and is intimately connected with the affairs of the people. It has jurisdiction in all matters pertaining to the settlement of estates, the appointment of guardians for minor heirs, etc., and in counties where juvenile courts have been established, the probate judge is also judge of such court. A list of the probate judges in Lucas County is given in Chapter XXXVI. It may be said that the county has been singularly fortunate in the selection of probate judges, as all who have filled the position have been men of integrity, and a few have been lawyers of more than ordinary ability.

Charles I. Scott, the first probate judge, was not a lawyer, but his general good judgment and character recommend him for the office. He was one of the pioneers of Toledo, was an active Democratic worker, frequently serving as delegate to conventions, and was the editor of the first Democratic paper published in Lucas County —the "Toledo Register," which was started in September, 1841.

Thomas Dunlap, who was probate judge from 1858 to 1861, was one of the early Toledo lawyers. In 1843, when the city council levied a tax on lawyers and physicians, the records show that he paid his tax of one dollar. From 1845 to 1847 he was prosecuting attorney, after which he was engaged in the real estate business in connection with his law practice for several years.

Fred A. Jones, who succeeded Judge Dunlap, was born at Grafton, Lorain County, Ohio, October 10, 1823. He was educated at Norwalk, Oberlin and Granville, studied law and was admitted to the bar in 1849. For some time after that he taught school in Mississippi, but returned to Ohio and practiced law at Granville until 1853, when he came to Toledo. Here he was associated with M. O. Higgins and later with J. M. Ritchie as partners in the practice of his profession. In 1860 he was elected probate judge and held the office from that time until his death on February 8, 1873.

Irwin I. Millard was born in Richland County, Ohio, December 9, 1838. His grandfather, Rev. Thomas Millard, came from Pennsylvania in 1831, and was one of the pioneer Methodist preachers of Richland County. Joseph Millard, the father of the judge, built the first flour mill in that section of the state. Judge Millard was educated at the Fredericksburg Academy and afterward taught school. In August, 1861, he enlisted in Company I, Fifteenth Ohio Infantry, and served a few

months, when he was discharged for disability. Upon regaining his health he located in Toledo and for about a year was deputy recorder of Lucas County. He was then employed in the office of the Erie Railroad for a similar period of time. In the spring of 1865 he began the study of law with Bissell & Gorrill and in 1867 he was admitted to practice. He immediately became a member of the firm with which he had studied and the partnership lasted until 1890, when Mr. Millard was elected probate judge. This office he held until 1903.

O'Brien O'Donnell, the present (1922) incumbent, was born in St. Clair County, Michigan; studied law in the Detroit Law School and the University of Michigan; was admitted to the bar in 1896, when he located at Toledo; was elected probate judge in 1908, and was reëlected in 1912, 1916 and 1920.

COURT OF APPEALS

This tribunal was created by the constitution of 1912, to take the place of the Circuit Court. The state was divided into eight judicial districts (the same as the old Circuit Court) and the judges then in office were continued as judges of the Court of Appeals until the expiration of the term for which they were elected, after which judges were to be elected for a term of six years "until otherwise provided by law." The judges of this court are required to hold at least one term annually in each of the counties constituting their district.

Toledo is in the Sixth Judicial District, which is composed of the counties of Erie, Fulton, Huron, Lucas, Ottawa, Sandusky, Williams and Wood. The judges in this district, who have served since the new system went into effect in 1913, are Charles E. Chittenden and Reynolds R. Kinkade, of Toledo, and Silas S. Richards, of Clyde.

The inferior courts of the city and county—the Toledo Municipal Court and the justices of the peace—are too well known to need extended comment here. The Municipal Court has jurisdiction in all matters relating to the violation of the city ordinances and consists of four judges. These judges in 1922 were: James Austin, Jr., Aaron Cohn, Robert G. Gosline and Samuel N. Young.

UNITED STATES DISTRICT COURT

When Ohio was admitted to statehood in 1802, it was with all "the rights, privileges and immunities" of the original thirteen states. This included the right to become a district for a Federal Court. President Jefferson appointed Charles Welling Byrd as the first district judge. He held the first term of court in June, 1803, at Chillicothe, which city was then the capital of the state. Judge Byrd continued on the bench until his death on August 11, 1828. President John Quincy Adams appointed William Creighton as Byrd's successor. He held court in November and December, 1828, but when Congress met the Senate refused to confirm his appointment. President Jackson, only a few days after his inauguration, appointed John W. Campbell, who served until his death on September 24, 1833. Benjamin Tappan was then appointed and held court three days in December, 1833, before the Senate had refused to confirm his appointment. On July 24, 1834, Humphrey H. Leavitt entered upon the duties of the office and served with distinction for thirty-seven years, retiring under the age provisions of the law.

By the act of February 21, 1855, Ohio was divided into two districts. Judge Leavitt elected to remain in the southern district and Hiram V. Wilson, of Cleveland, was appointed judge of the northern district in March, 1855. He served until his death on November 11, 1866, and it has been said of him: "His judicial record is his best eulogy." On March 18, 1867, Charles T. Sherman, of Cleveland, was appointed to succeed Judge Wilson. He was a son of the late Judge Sherman of the Ohio Supreme Court and a man well qualified for the position of Federal judge. He resigned on November 28, 1873.

Prior to 1872 the sessions of the court in the northern district had all been held in Cleveland. In 1870 Congress passed an act authorizing, "at the discretion of the judge," the holding of two terms annually in Toledo. The first session at Toledo was commenced on December 10, 1872, with Judge Sherman on the bench. A grand jury was impaneled and returned one indictment, whereupon it was discharged. The party indicted was placed on trial the next day for passing counterfeit gold coin, convicted, and received a sentence of $1,000 fine and five years in the Ohio penitentiary. This was the only case and the court adjourned to meet again on June 10, 1873.

Upon the resignation of Judge Sherman, Martin Welker, of Wooster, was appointed to the judgeship. He took his seat upon the bench on December 2, 1872, and served until May 29, 1889, when he resigned as provided by law. Augustus J. Ricks, of Massillon, was then appointed. His health failed and some confusion resulted. On January 30, 1901, Francis J. Wing, a common pleas judge of Cuyahoga County, was appointed an additional judge, by virtue of an act of Congress providing that no successor to Judge Ricks should be appointed. Judge Wing resigned on January 31, 1905, and Judge Ricks died on December 2, 1906, without having sufficiently recovered to attend to his duties. Robert W. Tayler, of New Lisbon, was then appointed judge and served with distinction until his sudden death on November 26, 1910. In addition to his court work, Judge Tayler took an active part in the settlement of the street railway difficulties in Cleveland, being largely responsible for the so-called "Tayler plan," which has proven so successful.

About 1890 commenced a rapid and great increase in the commercial and industrial importance of the district. The two largest cities, Cleveland and Toledo, began to grow rapidly, and the smaller cities to increase notably in population. In the next decade Toledo, Akron, Youngstown, and Canton became very important manufacturing places, and it became apparent that the work of the district was too heavy for one judge. February 24, 1910, Congress placed in the hands of the President an Act creating an additional judgeship, to fill which Hon. John M. Killits, then Common-Pleas Judge for the northwestern judicial district of the State, and living in Bryan, was appointed qualifying June 30, 1910, and taking up his residence in Toledo. May 13, 1911, William L. Day of Cleveland, then United States District Attorney, was appointed to succeed Judge Tayler. April 30, 1914, Judge Day resigned, being succeeded by John H. Clarke on July 21, 1914. July 24, 1916, Judge Clarke was appointed to the Supreme Court, and on March 14, 1917, D. C. Westenhaver of Cleveland was appointed District Judge to fill the vacancy. From 1910 to 1920, Congress passed several acts very greatly enlarging the jurisdiction of the Federal courts, especially on the criminal side, with the result that the judicial work of the District became very plainly too heavy for two judges. Therefore, September 22,

1922, the President was empowered by Congress to appoint a third judge. To this position Hon. Paul J. Jones of Youngstown, then Common Pleas Judge of Mahoning County, succeeded March 10, 1923, and as this book is printed, the District Judges are, in order of seniority, Judges Killits, Westenhaver and Jones.

In 1911, Congress passed an Act, taking effect January 1, 1912, abolishing the Circuit Court and transferring its jurisdiction to the District Court. For many years the Circuit Court in fact had been held by District judges, wherefore this Act imposed no additional burdens.

THE WESTERN DIVISION

On June 8, 1878, President Hayes approved an Act of Congress dividing the northern judicial district of Ohio into the eastern and western divisions, designating the counties in each, and providing that causes of action and crimes arising in the eastern division should be prosecuted at Cleveland and in the western division at Toledo. Under this Act the twenty-four counties comprising the western division were: Allen, Auglaize, Defiance, Delaware, Erie, Fulton, Hancock, Hardin, Henry, Huron, Logan, Lucas, Marion, Mercer, Ottawa, Paulding, Putnam, Sandusky, Seneca, Union, VanWert, Williams, Wood and Wyandot.

By subsequent acts of Congress, the counties of Delaware, Logan and Union were transferred to the southern district of Ohio, leaving the western division of the northern district composed of the other twenty-one counties. Judges of the northern district held court in Toledo for twenty-two years after the district had been divided into the eastern and western divisions.

In a sketch of the Toledo Bench and Bar by the late Judge John H. Doyle, published in Waggoner's "History of Toledo," the writer says: "At the time of the organization of the western division, Judge H. H. Emmons, of Detroit, was the judge of the circuit comprising the states of Ohio, Michigan, Kentucky and Tennessee, but Judge Emmons never presided at Toledo. He was succeeded by Judge John Baxter, of Knoxville, Tennessee, a man of immense energy, indomitable will and remarkable ability. He was somewhat a terror to the bar, until he became known and his methods understood. . . . He died at Hot Springs, Arkansas, in 1886, and was succeeded by Judge Howell E. Jackson, of Nashville, Tennessee."

Judge Baxter's career on the Toledo bench is one of the traditions of the older bar. Judge Jackson, afterward on the Supreme Bench, held occasional Circuit Court at Toledo. At times the docket at Toledo has become so crowded with cases that it was necessary to send outside judges in to assist in clearing it. At one time, during the illness of Judge Ricks, already referred to, four courts were in session at once. They were held by Circuit Judge Lurton and District Judge Clark, from Tennessee, District Judge Severens, from Michigan, and Judge Ricks, and occupied the court room, the library, the clerk's office and the file room. Other judges who appeared for the relief of the Toledo situation were: Judge Eli S. Hammond, of Memphis, Tennessee; ex-President Taft, as circuit judge; Judge Wanty and his successor, Judge Knappen, now of the Circuit Court of Appeals, from the western district of Michigan; and Judge Sater, from the southern district of Ohio. Since the establishment of two judgeships in the northern district of Ohio it has not been necessary to bring in judges from the outside to handle the business of the courts.

THE BAR

Back in the days when the Supreme Court moved from county to county, a judge of that court is reported as having said: "It is a pleasure to preside over a District Court in Lucas County. The lawyers are better prepared, present their cases better, and are more courteous and polite to each other and to the bench than those of most of the counties to which I have been called."

It is possible that, with the great increase in the number of attorneys, a few have failed to live up to that reputation; but the characteristics mentioned by that early supreme judge are still applicable to a large majority of the Lucas County Bar. As already stated, the first lawyer to open an office in Toledo was Emery D. Potter, who for more than three score years was a prominent figure in the Toledo courts. Other lawyers who located in the city prior to 1840 were: Edson Allen, Benjamin S. Brown, Daniel F. Cooke, Richard Cooke, Charles M. Dorr, John Fitch, Levi W. Lownsbury, Daniel O. Morton, Nathaniel Rathbun, George B. Way and Samuel M. Young. A little later came Caleb F. Abbott, Edward Bissell, Charles W. Hill, Charles Kent, Charles Pratt and Morrison R. Waite.

Those were the days when both the bench and the bar "rode the circuit." Among the lawyers from other parts of the state, whose names appear in the early court records of Lucas County, were: Henry Bennett, Hezekiah L. Hosmer, Henry C. Stowell, John C. Spink and Willard V. Way, of Perrysburg; C. L. Boalt, John R. Osborn and Myron H. Tilden, of Norwalk; Ozias Bowen, of Marion; Andrew Coffinbury (also spelled Coffinberry), and John M. May, of Mansfield; Noah H. Swayne, of Columbus; Joshua R. Giddings and Benjamin F. Wade, of Ashtabula; Robert McClelland and Warner Wing, of Monroe, Michigan, and a few others.

Noah H. Swayne and Benjamin S. Brown formed a partnership in the fall of 1837, Swayne remaining in Columbus and Brown looking after the business in Toledo. Two sons of Mr. Swayne—Noah H., Jr., and Frank B.—afterward practiced law in Toledo, and Myron H. Tilden and John R. Osborn subsequently became resident attorneys. Mr. Osborn soon returned to Norwalk and practiced there until 1856, when he again took up his residence in Toledo. He was born at Circleville, Ohio, April 1, 1813; graduated at the Ohio University (at Athens) in 1831; studied law in the law department of the Transylvania University, Lexington, Kentucky, and the Cincinnati Law School; was admitted to the bar in April, 1834, and began practice at Norwalk. In the Harrison campaign of 1840 he took an active part as a Whig; was elected to the state senate in 1844 for the district composed of Erie and Huron counties; was prosecuting attorney of Huron County for seven years; was a delegate to the Republican convention of 1856, and soon after that located in Toledo, where for some time he was in partnership with Gen. Wager Swayne. He died at Toledo on July 5, 1897. A memorial adopted by the Toledo Bar Association says of him: "As a lawyer he stood deservedly high. In the trial of cases he was cautious, prudent and sagacious, yet open, frank and fair with his opponent. He bore his success at the bar without pride and his defeats with composure. He was a wise counselor, a careful pleader, an able advocate, with a high conception of the ethics of the law and of the dignity and the nobility of the profession."

It would be impossible, in the space allotted to this chapter, to give a sketch of every lawyer of prominence who has practiced in the Lucas County courts, but there

are a few who have left the impress of their character upon the legal and political history of the county and city, and are therefore entitled to notice. Foremost among these stands the name of Morrison Remick Waite, a man who attained the highest judicial position within the gift of the United States.

Morrison R. Waite was born at Lyme, Connecticut, November 29, 1816. His father, Henry M. Waite, was a graduate of Yale College (now University), practiced law at Lyme and was for many years a justice of the Connecticut Supreme Court. Morrison R. Waite graduated at Yale in 1837 in a class that included William M. Evarts, Samuel J. Tilden, and others who afterward became prominent in legal and political affairs. He then began the study of law with his father, but in the fall of 1838 decided to seek his fortune in the Maumee Valley. Entering the office of Samuel M. Young, then practicing at Maumee City, he completed his legal preparation for the bar and in 1839 was admitted to practice. In 1850 he located in Toledo, where the firm of Young & Waite opened an office, and continued to practice there until the retirement of Mr. Young in 1856. The firm of M. R. & R. Waite was then formed, Richard Waite, a younger brother, becoming the junior member of the firm.

Politically, Judge Waite was a Whig until the dissolution of that party, after which he affiliated with the Republican organization. In 1846 he was the Whig candidate for Congress, but was defeated by William Sawyer. Three years later he was elected to represent Lucas County in the lower house of the State Legislature. In 1850 he was a candidate for delegate to the constitutional convention, but was defeated. He was elected a member of the Toledo City Council in 1852, and in 1862 he was nominated by a faction of Republicans, who were somewhat conservative, acting with what were known as "War Democrats," for Congress. At that time James M. Ashley was the Congressman from the district. He, in common with a large portion of the Republican party in the district, held that the abolition of slavery should be made a condition in any terms of peace with the Southern States. Judge Waite, while less radical in his views on the slavery question, was an unswerving supporter of President Lincoln's administration. He held with the President that the paramount object should be to save the Union. The Democratic convention voted—101 to 82—not to nominate a candidate, but to support Judge Waite. The minority, however, held a convention and nominated Edward L. Phelps, of Defiance County. He was supported by the Democrats of Defiance, Henry, Putnam and Williams counties, those of Fulton, Lucas and Wood voting for Waite. The result of the election was as follows: Ashley, 7,013; Waite, 5,850; Phelps, 5,234. Although defeated, Judge Waite received 1,806 votes in the City of Toledo, out of a total vote of 2,447. The following year, when H. H. Hunter declined to qualify for the place upon the State Supreme Bench to which he had been elected, Governor Brough tendered the appointment to Mr. Waite, but he declined to accept.

In 1871 Morrison R. Waite became internationally known through his appointment by President Grant as one of the nation's representatives before the Tribunal of Arbitration at Geneva, Switzerland, involving what were known as the "Alabama Claims," growing out of the depredations committed upon American commerce by the Confederate privateer, "Alabama," during the Civil war. His colleagues were Caleb Cushing and William M. Evarts, men whose reputation as lawyers and diplomats were already well established. Nevertheless, Mr. Cushing afterward said: "Mr. Waite's argument in reply to Sir Roundell Palmer, demonstrated his familiar-

ity with all the features of the case and a thorough knowledge of international law. He established, beyond question, the liability of the English Government for permitting Confederate cruisers to receive coal and other supplies in British ports, for hostile attacks upon American shipping."

Upon his return to Toledo he quietly resumed his practice until 1873, when he was elected without opposition as a delegate to the convention to revise the state constitution. When the convention assembled he was chosen president. Before the adjournment of the convention he was appointed by President Grant to be Chief Justice of the United States Supreme Court, to succeed Salmon P. Chase, deceased. This appointment was made without any solicitation on his part. When the announcement of the nomination was received by the constitutional convention, a resolution of approval was introduced, but he, as the presiding officer, ruled the resolution "out of order." His appointment was unanimously confirmed by the Senate and on March 4, 1874, he donned the ermine of Chief Justice of the Supreme Court of the United States, a position he filled with signal honor and ability until his death in Washington, D. C., March 23, 1888.

One of the peculiar things connected with the practice of law occurred in the legal career of Judge Waite. While a practicing attorney of Toledo, he prosecuted a case for a client who claimed damages on the ground that his water-power leases on the Miami & Erie Canal had been rendered valueless by the abandonment of that part of the canal between Swan Creek and the mouth of the Maumee River. The case was carried to the Ohio Supreme Court, where it was decided against Waite's client. Years afterward, while serving as Chief Justice, a similar case was carried up to the United States Supreme Court from Cincinnati. Judge Waite himself wrote the decision in this case against the claimant, citing as a precedent the Ohio case which he himself had lost.

On March 24, 1888, the day after Justice Waite's death, a meeting of the Toledo Bar was held for the purpose of adopting suitable memorial resolutions, etc. It would be unnecessary to reproduce all the expressions of esteem and the eulogies of that occasion, but the remarks of Emery D. Potter, the oldest member of the Lucas County Bar, contained the following tribute to the character of the deceased:

"His friendships were characterized by sincerity, his relations with his clients by the strictest fidelity, and in the many public trusts committed to him he more than fulfilled the expectations of those who had confided in him. In his early career it was my fortune to have him as a companion in traveling the circuit, embracing a dozen counties, without roads, without bridges, and with log cabins at long intervals. These journeys lasted for weeks at a time and were all made on horseback. Old Tom and Tam O'Shanter became as intimate friends as their owners, and were quartered in their stalls, while we were sleeping under the same quilt on a hickory bedstead in the log cabin. He was always cheerful, and our rides in the midst of the forests, which were then nearly unbroken, were always enlivened by his ready anecdotes. He was remarkable for his adaptation to his surroundings. He was the genial gentleman in log cabin and the palace, and the old men and the children were always delighted to call Mott Waite a friend."

Daniel O. Morton, one of the leading attorneys of early days, was born at Shoreham, Vermont, November 8, 1815; graduated with honors at Middlebury College, Vermont, as a member of the class of 1833; studied law with Payne & Wilson at

Cleveland, Ohio, and upon his admission to the bar located in Toledo, where he soon won the distinction of being one of the leading attorneys of Northwestern Ohio. He was one of the commission that codified the laws of Ohio under the constitution of 1851, and was United States attorney for Ohio during the administration of President Pierce.

The late Judge John H. Doyle, who in his boyhood was well acquainted with Mr. Morton, used to tell of the bowling games between Mr. Morton and Daniel S. Price, another Toledo lawyer of that period. These two men were in the habit of closing their offices on Saturday afternoons and meeting at a bowling alley on the west side of Summit Street between Adams and Madison, kept by one Ozro Collins. Mr. Morton would employ young Doyle, whom he always called "Johnny," to set up the pins for him, saying: "Now, Johnny, I want you to set up the pins for me; if I lose I will give you ten cents, but if I win I will give you a quarter." Johnny learned to set the pins so that he usually got his quarter.

Mr. Morton was active in politics as a Democrat until the leaders of that party began to advocate doctrines leaning toward secession, when he gave his influence to the support of the opposition. He was city attorney in 1838-39, again in 1845 and a third time in 1848. In 1849 he was elected mayor and served one term. A younger brother, Levi P. Morton, was governor of New York, minister to France and Vice-President of the United States from 1889 to 1893.

Daniel O. Morton was a man of magnificent physique, taller than the average, had a thorough knowledge of the law, was quick at repartee, knew how to appeal to a jury and was considered by many as the most formidable of all the early Toledo lawyers. He died suddenly on December 5, 1859, and was widely mourned. The bench, bar and press of that day gave abundant testimonials of his high reputation as a lawyer, a citizen and a man. Years after his death, when some one would pay a compliment to a lawyer's argument before a jury or his skill in handling a case, some old lawyer would say, with a wise look and a shake of the head: "You ought to have been here in Dan Morton's time; he was a lawyer who was a lawyer."

Charles M. Dorr was born at Hoosac, New York, in 1815 and was educated in his native state. In 1838 he came to Toledo and almost immediately after his arrival he began the study of law in the office of Judge John Fitch. He was admitted to the bar in the fall of 1839 and in 1842 was elected city attorney. While other lawyers may have excelled him in the preparation and trial of cases, few surpassed him as a "mixer." He was a man of genial disposition and marked personal popularity. In 1847 and again in 1850 he was elected to represent his ward in the city council, and he held the office of mayor longer than any other man. He was first elected to that office in 1851, when he served for one year. He was again mayor from 1853 to 1857, and from 1863 to 1867. He died suddenly of apoplexy on April 20, 1870. Dorr Street, in the City of Toledo, bears his name.

George B. Way was a native of Baltimore, Maryland, where he was born on May 5, 1811. He was educated at Yale College and the Miami University (in Ohio), and was admitted to the bar in 1832. For about three years he practiced at Urbana, but in 1835, at the solicitation of parties interested, he came to Toledo and the following year assumed the editorship of the "Toledo Blade," the second newspaper published in the city. While thus engaged he formed a partnership with Richard Cooke and the law firm of Way & Cooke soon took high rank. Mr. Cooke

died in 1839 and Mr. Way then formed a partnership with Daniel McBain, which lasted until the senior member removed to Defiance in 1846.

It has been said that when it was known George Way was to make an argument in a case, the people would flock to the court room to hear him. Then, having finished his case, "he would desert his office and his law books and give himself entirely up to a luxurious indolence, or the pleasure of purely literary or artistic study." He was a member of the first city council in Toledo; was elected mayor in 1844, and soon after removing to Defiance was elected presiding judge of the Court of Common Pleas, which office he held until the court was abolished or reorganized, by the constitution of 1851.

William Baker was born in Norwalk, Ohio, February 5, 1822; was educated at the Norwalk Academy and Granville College (now Denison University); studied law with Goddard & Converse, of Zanesville; graduated at the Harvard Law School in 1844, and the same year located in Toledo. In 1847 he formed a partnership with Myron H. Tilden, which lasted until Judge Tilden removed to Cincinnati in 1850. In 1857 he entered into partnership with William A. Collins. Mr. Collins was elected common pleas judge in 1870 and a few years later Rufus H. Baker became a partner. Barton Smith entered the firm a little later and the name of Baker, Smith & Baker was adopted. For thirty-five years William Baker was one of the prominent trial lawyers of Toledo. Most of his practice was in real estate, equity and commercial litigation. He died at Toledo on November 17, 1894.

There is a coincidence in the lives of William Baker and Edward Bissell. The latter was born at Geneseo, New York, September 24, 1824, and at an early age came with his parents to Toledo. He graduated at Yale in 1844 and two years later he graduated in law at Harvard. He then served in the Mexican war as a private soldier in the Texas Riflemen, coming to Toledo in July, 1847, just about the time the law firm of Tilden & Baker was organized. Mr. Bissell studied in that office for a few months and was then admitted to the bar. He then spent some time in the South, returning to Toledo in 1856 and beginning the practice of his profession. In March, 1863, he became the senior member of the firm of Bissell & Gorrill, his partner being William H. Gorrill. In connection with their law practice, the firm also conducted an abstract business and was also interested in real estate operations. One who knew Mr. Bissell well said a short time after his death:

"Of the bar of Northwestern Ohio, as a lawyer, he ranked among the best. As an associate he was kind, patient, courteous, considerate and always helpful. As an antagonist he was always a gentleman, but his painstaking labor in preparation, and his persistence in the maintenance of his position made him a very formidable opponent."

On December 24, 1863, Mr. Bissell was united in marriage with Miss Sarah A. Secor, of Toledo. Five children were born to this union, some of whom still live in the city. Mr. Bissell died on November 23, 1894, only six days after the death of William Baker, also an alumnus of the Harvard Law School, sometimes an opponent in the trial case, but always a close friend.

Among the lawyers of a little later date, the name of Frank H. Hurd occupies a prominent position. He was born at Mount Vernon, Ohio, December 25, 1840, a son of Rollin C. Hurd, at one time judge of the Common Pleas Court of Knox County and author of "Hurd on Habeas Corpus." Frank H. Hurd graduated at Kenyon College as a member of the class of 1858; studied law with his father; was

admitted to the bar in 1861, and in 1863 was elected prosecuting attorney of Knox County. In 1866 he was elected state senator and at this time prepared the "Code of Criminal Procedure," which was afterward enacted into law by the Ohio Legislature. In 1869 he removed to Toledo and formed a partnership with Charles H. Scribner, under the firm name of Scribner & Hurd.

Mr. Hurd was elected city solicitor of Toledo in 1871 and was reëlected in 1873. In 1874 he was the Democratic candidate for Congress. During the campaign he pledged himself, if elected, to use his influence to secure a new post office building for Toledo, to cost not less than $500,000. He was elected and succeeded in getting an appropriation for the building still standing in 1922 on the corner of Madison Avenue and St. Clair Street. He also secured an appropriation of $75,000 for improving the channel of the Maumee River—the largest appropriation that had been made for that purpose up to that time. He was elected a second time to Congress in 1878, and a third time in 1882. From the time he retired from Congress in 1885, down to his death on July 10, 1896, he gave all his time to the practice of his profession. At the time of his death he was the senior member of the firm of Hurd, Brumback & Thatcher, which had been organized on January 1, 1894. The other members of this firm were Orville S. Brumback and Charles A. Thatcher, both of whom were still practicing law in Toledo in 1922.

One of the most versatile lawyers of Toledo, of forty years ago, was Joseph D. Ford, who studied law in the office of Baker & Collins and was admitted to the bar in 1867. He was tall, blue-eyed, light complexioned, and had an honest, homespun manner that was always engaging to the average juryman. As a cross-examiner he had few equals and probably no superiors. In 1871 he was elected prosecuting attorney of Lucas County and held the office until 1878. His experience during that time developed him into one of the most successful trial lawyers at the Toledo Bar. It is said that during a trial his face was as impassive as that of a successful poker player. When evidence came out that was damaging to his cause, he would look so unconcerned that the jurors would conclude the testimony was not really important. The following incident illustrates his ability in examining witnesses:

The barge "Turner" was going down the Maumee River one evening against a strong wind coming up from the bay. The captain signalled for the opening of the Pennsylvania Railroad bridge, but the wind was so strong the bridge tender could not open the draw. He succeeded in partially opening it, when the "Turner" ran into it and caused damage to the bridge, for which the railroad company brought suit, employing Scribner & Hurd to prosecute the case. The owners of the boat employed "Joe" Ford, as he was commonly called, and J. Kent Hamilton for the defense. When the case came to trial, one of the bridge tenders testified that, as the "Turner" approached the captain called out: "Open your son-of-a-gun of a bridge or I'll open it for you." Scribner & Hurd thought this testimony implied a threat on the part of the captain and that they had made a strong point. Ford cross-examined the witness. Leaning forward, in his most persuasive manner, he said: "The captain called the bridge a son-of-a-gun, did he?" The witness replied in the affirmative and Ford then asked in the most child-like way: "Is the bridge really a son-of-a-gun?" This brought a broad smile to the faces of several of the jurors and the effect of the evidence was lost.

On one occasion he was trying a case before Judge Louis H. Pike, in which

the judge was against him all the way through. In his argument to the jury Ford said: "Now, gentlemen, it is evident that the court is against us on the law, but I want you to remember, and the judge will charge you that, while he decides the law, you are the final, the sole and the supreme judge of the facts. If you find the facts in our favor, you should give us a verdict, no matter what kind of law the judge gives you. It is the glory of our law that the jury are superiors, even to the Supreme Court of the United States, on a question of facts. This case does not depend on the law, but on the facts. It is not a case for a judge, but a case for a jury, and that is the reason why we are trying it to a jury."

By this line of argument he succeeded in instilling into the minds of the jurors that the judge did not cut much of a figure in the case. Although Judge Pike gave the jury the most adverse charge possible, Ford's argument had done its work and the verdict was in favor of his client. Mr. Ford died in June, 1894, in a hotel in Cincinnati.

Instances of this kind might be multiplied, as there have been many other attorneys in Toledo whose reputation extended throughout the state. Of these, Clarence Brown, J. Kent Hamilton, Charles T. Lewis and several others are mentioned at length in the second volume of this work. Isaac P. Pugsley was for many years one of the best known lawyers in the city. When Judge John H. Doyle was elevated to the Supreme Court bench in 1883, Mr. Pugsley was appointed Common Pleas judge for Doyle's unexpired term. He brought to the position a judicial mind and profound knowledge of the law, and his career on the bench is still referred to as exemplary. He was succeeded as Common Pleas judge by David H. Commager, whose father, Henry H. Commager, was admitted to the bar in 1842 and practiced in Toledo until he enlisted as a private soldier in 1861, rose to the rank of colonel, and after the war settled in Texas, where he died in 1867. James M. Ritchie was born in Scotland in July, 1829, came with his parents to the United States in 1832, and was admitted to the bar in Lorain County, Ohio, in 1857. He came to Toledo in 1878 and soon won distinction as an able and painstaking lawyer. In 1880 he was elected to Congress and served one term, after which he resumed practice in Toledo. His son, Byron F. Ritchie, also served in Congress and is now (1922) one of the judges of the Common Pleas Court. James H. Southard was another lawyer who is still remembered by the members of his profession as a successful attorney. He represented the district in Congress from 1895 to 1907. John F. Kumler was born near Hamilton, Ohio, in 1841; graduated in the law department of the University of Michigan in 1870; located soon afterward in Toledo; was appointed internal revenue collector by President Arthur in 1883, and in January, 1907, took his place upon the bench of the Common Pleas Court. He died on November 30, 1910. Elihu W. Tolerton came to Toledo in October, 1873, as a young man, having been admitted to the bar only two years before. He was one of the first board of directors of the Ketcham National Bank and was recognized as a lawyer of ability. He died on August 22, 1905. Charles Pratt, a native of New York State, came to Michigan with his parents in 1833, when he was but five years old. He was educated in that state, studied law in Toledo and was admitted in 1853. He served as a member of the city council and was elected Common Pleas judge in 1894. He died in the spring of 1900. Other Toledo lawyers eminent in their profession were: David R. Austin, Rufus H. Baker,

James C. Chamberlin, Clayton W. Everett, Charles H. and William H. Gorrill, James M. Heuston, Harry E. King, late senior member of the firm of King & Tracy, Reuben C. Lemmon, Angus McIntosh, Alexander W. Scott, and many others, not mentioning those now in practice.

TOLEDO BAR ASSOCIATION

The Toledo Bar Association was organized in December, 1878, but the records of the organization prior to July 11, 1896, have been lost. On the latter date a meeting of the association was held and the minutes were signed by W. H. A. Read as president and Edward J. Durbin as secretary. Mr. Read was again elected president at the annual meeting in December, 1896, and Judge Louis H. Pike was president during the years 1898 and 1899.

At the annual meeting on December 30, 1899, the association was reorganized by the adoption of a new constitution. The presidents under this constitution during the next ten years were as follows: Isaac N. Huntsberger, 1900; E. H. Rhoades, 1901-02; Samuel Kohn, 1903-04; Rufus H. Baker, 1905-06; Charles H. Northrup, 1907-08; Elmer E. Davis, 1909-10. From 1910 to 1916 the minute books of the association are missing. George B. Orwig was elected president in 1916; Frank H. Geer was president during 1917-18; Stephen Brophy, 1919; George P. Hahn, 1920-21, and Albert H. Miller, 1921-22. Frank E. Calkins was elected at the annual meeting in December, 1922, for the ensuing year. All officers are elected at the annual meeting in December.

Special meetings are held upon the call of the president to adopt memorial resolutions upon the death of a member, or to consider some extraordinary subject connected with the practice of law. Through the Committee on Law Reform, one of the standing committees, the association has been influential in shaping legislation to secure the better administration of justice.

When the United States declared war against the German Government in April, 1917, the association indorsed the action of Congress and the members agreed to volunteer their services to aid in carrying out the provisions of the selective draft act. This they did, both by advising the local draft boards regarding the meaning of the provisions of the law, and assisting young men in preparing their answers to questionnaires, etc. In order that this work might be done in a systematic way, a committee of three was chosen to work with each of the draft boards. Each of these committees was afterward increased to seven members. Practically every member of the Toledo Bar Association was an active participant in the various Liberty Loan drives and other war work.

INCIDENTS AND TRIALS

The litigation in Lucas County has never differed materially from that in the other counties of the state. In the United States District Court, much of it has been connected with railroad matters, foreclosures, receiverships, etc. Such cases are usually void of any exciting or sensational features, and there have been but few cases in the local courts to cause widespread comment. Several trials for murder could be classed as the ordinary "nine days' wonder," but only a few have left lasting impressions. One of these was the trial of Philip Steinmetz for the murder of August Heck, at the December term in 1869.

Heck and Steinmetz were neighbors, near the intersection of Cherry and Bancroft streets. The former owned a cow that got into Steinmetz's garden and did some damage. A quarrel resulted and Steinmetz assaulted Heck, who had him arrested and tried before the police court. After the trial Steinmetz threatened to "get even." A night or two later Heck was aroused from his sleep by a noise which he thought was unusual. Going to the window to investigate, he received a load of buckshot in the face, causing almost instant death. The police were notified and naturally Steinmetz was suspected. An old shotgun was found in Steinmetz's stable, hidden under some cornstalks. The gun showed evidence of having been recently discharged. The officers also learned that Steinmetz's bed had been unoccupied, although the covers were thrown back as if he had prepared to retire. A piece of the wadding used in the gun was found and proved to be a piece of a German newspaper, which fitted into a paper found in Steinmetz's house. The officers also found in a bureau drawer buckshot of the same character as those found in Heck's house. They traced Steinmetz to the house of a friend on Ten-mile Creek and found him hiding in a cornfield. Upon this chain of circumstantial evidence he was arrested on the charge of murder in the first degree, indicted by the grand jury and placed on trial.

J. Kent Hamilton was at that time prosecuting attorney of Lucas County and he retained Charles Kent to assist him. Steinmetz was defended by James M. Ritchie and Henry E. Howe. At that time the court room occupied nearly the entire third floor of the old courthouse at Adams and Erie streets, but it was crowded to its capacity by men and women, attracted by what was then unusual—the trial of a murder case. In the argument following the evidence, Mr. Hamilton opened for the state. After carefully reviewing all the testimony, and dwelling upon the strength of the circumstantial evidence, he made one of his dramatic pauses. Then walking up close to the jury he closed in solemn tones: "You are as certain, gentleman, that Steinmetz killed Heck as you would be if Heck came out of his grave before you, with all his bloody wounds, and told you that Steinmetz was his murderer."

Henry E. Howe was then a young man, but an able lawyer. His argument was largely of an emotional nature and an attorney afterward said: "He certainly awakened all the milk of human kindness in the breasts of the jury and their profound commiseration for the fate of his client." Judge Ritchie followed Howe for the defense. With rare skill he took up the several points of the circumstantial evidence and endeavored to show that none of them was sufficient to prove his client's guilt. After reminding the jury that there was no positive evidence against Steinmetz, he called attention to a number of cases where such evidence was practically conclusive, in some instances so strong that men had been sentenced to death, and years after their execution facts were disclosed that established their innocence. He awakened the sympathy of every one present and at the close of his address there was a gleam of hope for the defendant.

Charles Kent closed for the prosecution. He has been described as "short, heavy set, broad shouldered, with a strong, rugged face and an iron jaw; the very personification of an irresistible force." From the beginning to the close of his argument he read the death warrant of Philip Steinmetz. The jury found Steinmetz guilty and he was sentenced to be hanged, but Rutherford B. Hayes,

then governor of Ohio, commuted the sentence to life imprisonment. He died in the penitentiary after serving nearly thirty years.

An incident in the career of Morrison R. Waite shows the magnanimity of the man. Shortly after the Civil war a lawyer came to Toledo from one of the rural bars, where it was considered the proper thing to engage in what is known as "sharp practice." In one of his first cases in Lucas County he filed a petition in the Common Pleas Court. Morrison R. Waite was the attorney for the defendant and, being somewhat busy, failed to file an answer within the specified time. The rural attorney insisted that the petition was in default for answer and tried to win his case on a technicality. It was the custom then to give the attorney for the defense, in cases that were to be tried, a reasonable time after default to answer.

Judge John Fitch, before whom the case was pending, pointed out that it could not be tried for some time and that no harm would result by following the time-honored custom. But the lawyer was anxious to make a reputation. In a loud and vociferous argument he claimed judgment by default. Members of the bar who were present were taken aback by this novel proposition and the court explained that it was not customary to take advantage of an attorney who was in default on account of pressure of business, although such a custom might have a tendency to make them more prompt in filing their pleadings. But the attorney remained obdurate. In the meantime Waite had been looking over the petition and discovered a fatal defect, to which he now called the court's attention. Under a strict construction of the law, he was entitled to have the case dismissed and throw the costs on the plaintiff, but he graciously permitted the attorney to amend his pleadings, saying: "If I give him time to amend his petition, he may be willing to grant me a few minutes to prepare my answer." Waite afterward won the case.

A peculiar case involving the title to valuable real estate was tried in the Lucas County courts in 1871. A little matter occurred in connection with this case, which shows how it pays not to overlook the slightest detail in the preparation of a lawsuit or the defense of a case. A few years after Toledo was founded, Hugh Gribben became the owner of some land near the city. In 1842 Neil Gribben, a brother, came to Toledo and for a time lived at a tavern kept by his brother Peter. He had authority from his brother Hugh to dispose of the land and executed a deed conveying the 160 acres to his other brothers, Peter and John Gribben, for a consideration of $1,000. Soon after making this deed he died and a few years later John Gribben sold his interest in the land to Peter for $25.

No question of title was raised for nearly thirty years. Then Hugh Gribben appeared and claimed that the deed executed by Neil Gribben was fraudulent, inasmuch as it was not drawn until after Neil's death, and that it was signed by some one putting a pen in the hand of the dead man and guiding it in affixing his signature. By this time the land had increased in value until it was worth probably $20,000. The case was tried in the Common Pleas Court, where Hugh Gribben won a verdict on the grounds as above stated. His attorneys were Lee & French, Morrison R. Waite and William Baker, some of the best legal talent in Toledo at that time. Peter Gribben's widow and heirs were represented by Charles W. Hill and Charles Dodge.

The case was appealed to the old District Court and when it came up for

hearing in April, 1871, Mr. Dodge was absent on account of sickness. Mr. Hill then employed Charles H. Scribner to assist him in conducting the case. Scribner spent all day Sunday examining the papers and appeared in court the following morning. John Gribben and H. A. Faxon, the only surviving witnesses to the deed, testified positively that Neil Gribben held a power of attorney from Hugh Gribben, that he was dead when the deed was made, and that the attorney who wrote the deed put a penholder in the dead man's hand and signed the deed. John Gribben further testified that he was a minor at the time and that he was under the influence of his brother Peter. All this had been brought out before in the Common Pleas Court and none present anticipated a reversal of the decision.

The only evidence submitted by the defense was the deed itself. In calling the attention of the court to this deed, Mr. Scribner pointed out the startling fact that wherever the name of Neil Gribben occurred, written by the attorney who drew the deed, it was always written "Niel" (the "i" before the "e"), while in the signature it was correctly spelled "Neil" (the "e" before the "i"). From this fact he argued that the lawyer who drew the deed did not know how to spell the maker's name, but that Neil Gribben assuredly knew how to spell his own name, and that therefore the signature was Neil Gribben's, written by himself before his death. This argument won and the farm remained in the hands of Peter Gribben's heirs.

Other lawsuits are mentioned in chapters relating to the business interests or municipal affairs. Still others might be recorded, but it is believed that this chapter, already long, will give the reader a clear idea of the Lucas County Bench and Bar, which have always ranked high in the legal annals of the Buckeye State.

CHAPTER XXXII

THE MEDICAL PROFESSION

MEDICINE AN OLD PROFESSION—THE PIONEER DOCTOR—HIS METHODS AND CHARACTER—HIS STANDING AS A CITIZEN—PERSONAL MENTION OF EARLY LUCAS COUNTY DOCTORS—MEDICAL SOCIETIES—MEDICAL SCHOOLS—HOMEOPATHY—EARLY HOMEOPATHIC PHYSICIANS IN TOLEDO—HOMEOPATHIC MEDICAL SOCIETIES—MISCELLANEOUS PRACTITIONERS.

The practice of the healing art is as old as the human race. The first man who "felt out o' sorts" doubtless sought for some remedy to relieve his suffering, and having found one, communicated its virtues to his neighbor. Experiences were exchanged, new discoveries made, new remedies tested, and in this way began a materia medica that through the centuries physicians and chemists have built up to its present high standard. Every ancient nation, without consultation or collusion with others, developed a system of medicine, in which sense and superstition were combined.

THE PIONEER DOCTOR

One of the most welcome additions to the population of a new country is the physician, though some of the pioneer doctors would hardly be regarded as "eminent" members of the profession in this year 1922. In many instances the old-time doctor was not a graduate of a medical college. He obtained his professional education by "reading" with an older physician and assisting his preceptor in practice. When he felt that he knew enough to launch out for himself, he began to look about for a location and frequently discovered that some newly settled community, some frontier town, offered him the best prospect of "getting in on the ground floor" and establishing a practice before a competitor entered the field. It must not be inferred, however, that all the pioneer physicians were of this type. Not infrequently an old practitioner with an established reputation, perhaps a graduate of some well known medical college, believing that a new settlement offered a better field in which to expand, would "pull up stakes" and cast his lot with an infant commonwealth.

But whether the early doctor was a graduate physician or one without a diploma, his labors were the same. His practice generally extended over a large territory, in a region where railroads were unknown, and he must be ready to answer calls day or night. He did not use an automobile in visiting his patients, as do most of the physicians of the present day. Even had the automobile then been invented it would have been practically useless in a country where there were no public highways worthy of the name, so the doctor found a trusty horse the safest and surest means of conveyance. There were no drug stores to fill prescriptions. To

overcome this difficulty the doctor carried a stock of medicines with him in a pair of "pill-bags"—a contrivance consisting of two stout leather boxes, divided into compartments to accommodate vials of different sizes. These boxes were connected by a broad leather strap which could be thrown across the saddle, one of the boxes hanging on each side of the horse—saddle-bags.

Dr. William Duncan, an early Indiana physician, says in his "Reminiscences," published in 1880: "Every doctor carried a goodly supply of English calomel, some aloes and Dover's powder, opium in some form or another, sweet spirits of nitre, a preparation of Spanish fly for 'drawing blisters,' and in districts where ague was prevalent some Peruvian bark (sulphate of quinine was as yet too rare and costly for general use) constituted an essential element of his materia medica. As blood-letting was considered of first importance in cases of malignant fever, he carried one or more lancets, in order to be ready for any emergency. Such was the equipment of the average physician forty or fifty years ago. Looking back to those days, the wonder is not that he saved the lives of so many of his patients, but that he saved any at all."

Doctor Duncan's remarks are somewhat sarcastic and perhaps a little too severe, but being a member of the profession, he could say things that would hardly have been tolerated from an outsider. Besides the lancets he mentions, there was another instrument carried by almost every early physician. That was the "turnkey," used for extracting aching teeth, for to this extent he was dentist as well as doctor of medicine. While the turnkey may not have included "all the horrors of the Inquisition," it was certainly capable of inflicting torture on the patient during the process of extracting a tooth. There is a story of a negro barber whose razor was not very sharp and the customer complained that it pulled, to which the darkey replied: "Yassir, boss, I knows hit pulls some, but if de razor handle don't break dat beard am bound to come off." So it was with the turnkey. Once clamped upon a tooth, if something didn't break that tooth was bound to come out.

Yet, with all their limitations, many of the old-time doctors were men of ability, solicitous for the recovery of their patients and sincere in their desire to place their profession upon a higher plane. As a rule they were conservative without being non-progressive, unselfish enough, when a new method of treatment was discovered, to impart a knowledge of the discovery to their fellow practitioners, each in this way adding his mite to the general advancement. Very often, after practicing for years without a diploma, one of these doctors would attend a medical college in order to acquire the long coveted degree of "M. D." In this day of specialists, when it costs as much to equip a physician's office as it did to acquire a medical education in the middle of the Nineteenth Century, if one of these early physicians could come back and enter the office of one of these specialists, he would stand aghast at the array of scientific apparatus, though he might not realize that he was a humble factor in bringing about this great progress.

In the new country the doctor was nearly always one of the leading citizens. While making his rounds he learned much of what was going on locally and, without degenerating into a gossip, he was a purveyor of news. He was always a welcome visitor in the homes, whether there was sickness in the family or not. On these occasions the choicest bit of fried chicken and the largest piece of pie found their way to the doctor's plate. Frequently he was the only man in the community

who subscribed for and read a newspaper, which gave him a better knowledge of political affairs than that of his neighbors. Because of this fact, he was frequently called upon to fill some public office of trust and responsibility. The first clerk of the court in Lucas County was a physician and before the county was five years old another physician was elected to represent it in the state senate.

EARLY LUCAS COUNTY DOCTORS

As no early records on vital statistics were kept at the time the first settlements were made in what is now Lucas County, the history of the physicians during the first years of the county's career must necessarily be incomplete. The first physician who settled in the county, so far as can be learned, was a Doctor Barton. About the beginning of the Nineteenth Century he located in the little settlement at the Rapids, where he treated both white people and Indians for a number of years. He was still at Maumee when Dr. Horatio Conant came there in 1816. What became of him is not known.

Dr. Horatio Conant, who was the second physician to locate in Lucas County, was born at Mansfield, Connecticut, November 25, 1785. After attending the local schools he entered Middlebury College, where he graduated with the degree of A. M. in 1813. For more than two years he was a tutor in the college and during that time studied medicine, especially anatomy, with a Doctor Waterhouse, of Malone, New York. In 1815 he went to Detroit, where he spent the winter with his brother, a merchant of that place, continuing his medical studies while there. The following year he and Almon Gibbs opened a store on the north side of the Maumee River, opposite Fort Meigs. After about a year in this business he began the practice of medicine. Physicians were scarce in the Maumee Valley at that time. It was not long until Doctor Conant's practice extended up the Maumee to Defiance; south to the Portage River and Blanchard's Fork; north to the River Raisin, and at least on one occasion he was called to visit a patient at Fort Wayne.

One experience of Doctor Conant illustrates the hardships and difficulties with which the early physician had to contend. He was called to Defiance and set out on horseback as usual. The spring rains had swollen all the creeks and he had to swim eight streams before reaching his destination. After treating his patient, he procured a canoe, leaving his horse in care of a friend, and floated down to his home at Maumee. Besides practicing his profession, Doctor Conant took an interest in all affairs of a public nature. He was appointed the first clerk of the court in Lucas County; held the offices of judge of the Court of Common Pleas, justice of the peace, collector of customs and postmaster, yet he always found time to answer the demands of the sick. His death occurred on December 10, 1879, at the advanced age of ninety-four years.

As stated in Chapter XVII, the first physician in Toledo was Dr. J. V. D. Sutphen. He was born in New Jersey on July 24, 1802, attended school and studied medicine in his native state, and in 1824 received the degree of M. D. from the medical college at Castleton, Vermont. The next spring he came to Port Lawrence and began the practice of his profession. In 1827 he married Miss Mary Rose, a step-daughter of Noah A. Whitney, and began housekeeping "in the woods," near the present intersection of Fifteenth Street and Madison Avenue. When the boundary war between Ohio and Michigan assumed serious proportions in 1835, Doctor

Sutphen was one of those who espoused the cause of Michigan. In 1836 he disposed of his property in Toledo and removed to Berrien, St. Joseph County, Michigan. After practicing there for several years he went to Brazil, Indiana, where he died in 1856.

Dr. Oscar White, who came to Lucas County in 1829, was born in New Hampshire in November, 1809. His mother was a granddaughter of Gen. Israel Putnam. When about fourteen years of age he left his father's farm and went to live with his uncle, Dr. Charles White, with whom he began the study of medicine. In the spring of 1829, when not quite twenty years old, he graduated in the medical department of Dartmouth College. A few months later he arrived in Maumee, where he formed a partnership with Dr. Horatio Conant which lasted for several years. In 1834 he married Miss Anna M., daughter of James Jackson, then agent for the Ottawa Indians. Shortly after his marriage, a smallpox epidemic broke out among the Indians and the Government ordered the Ottawa to be vaccinated. Doctor White was appointed to do the vaccinating and had an experience he never forgot. The Indians were inclined to resent the order, thinking it meant only a new plan for their extermination. The doctor could not "talk Injun" and an old Ottawa, who had considerable influence with the chiefs, was appointed interpreter. He was late in arriving at the Ottawa village and as Doctor White realized the magnitude of the job before him he concluded to begin work. Selecting a small boy, who seemed to be somewhat curious over the instruments the physician was taking from his case, he started in to vaccinate him. The boy was a strong-lunged youngster and he let off a scream which quickly brought the whole tribe to the rescue. Fortunately, just at that opportune moment the interpreter arrived, or Doctor White might have lost his life in the excitement. The work then proceeded without interruption and many of the Indians were no doubt saved by being vaccinated.

In 1858 Doctor White removed to Toledo, where he continued in practice until disabled by a stroke of paralysis. He died in 1883 and left his large and well selected library to the Toledo Medical Association, after having practiced his profession for more than fifty years in the Maumee Valley.

On October 12, 1832, Dr. John Fassett arrived in Toledo, coming from Vermont. He was the son of a Revolutionary soldier and was born at Bennington, Vermont, December 17, 1769. He studied medicine with a Doctor Peabody at Amherst, New Hampshire, and practiced for some time at Cambridge, Vermont, before coming to Toledo. Soon after his arrival he entered eighty acres of land at what is now the foot of Locust Street, upon which he erected a building for a hotel—later known as the Franklin House. He then built a log house for a dwelling, on the southeast corner of Locust and Superior streets. As Doctor Fassett was nearly sixty-three years of age when he came to Toledo, it was his intention to give up his profession and engage in some other line of business. But there was then so much sickness in the Maumee Valley and so few physicians, that he soon found himself "in the harness." Hoping to gain a respite from his professional labors, he removed to the opposite side of the river, locating not far from the point where the Cherry Street bridge now terminates. He named his home the "Utah Post Office," as all the mail for the surrounding neighborhood was left with him for distribution. Subsequently the settlement became known as Yondota, and still later as East Toledo. During the cholera epidemic of 1852, Doctor Fas-

sett proved his skill as a physician, but there is little doubt that the demands on his physical strength hastened his death. He died in May, 1853, in the eighty-fifth year of his age. A street in East Toledo bears his name.

Dr. Welcome Pray came to Maumee City, then the most important town in Northwestern Ohio, in 1833. He was born in Herkimer County, New York, October 27, 1809, received an academic education, and in the spring of 1830 received the degree of M. D. from the Western College of Physicians and Surgeons at Fairfield, New York. After a brief stay at Maumee, he located permanently in the Village of Waterville, where he practiced his profession for more than fifty years, or until only a short time before his death.

Three physicians were added to the population of Toledo in the year 1834. They were Dr. Blakesley H. Bush, Dr. Jacob Clark and Dr. John Mosher. A sketch of Doctor Clark has been given in Chapter XVII. Doctor Bush was born in Oneida County, New York, March 25, 1808, and received a good common school education in the local schools. He then entered the medical college at Eaton, New York, conducted by the Madison County Medical Society, where he graduated on January 26, 1831. For some time after receiving his degree he remained in the office of Dr. Thomas Spence, president of the college. He then practiced at Chittenango and Manlius until 1834, when he came to Toledo. His first residence in Toledo was a log house, near the present intersection of Monroe Street and Detroit Avenue. Concluding that this was "too far out of town," he opened a drug store near the corner of Cherry and Superior streets. This venture was unprofitable and he moved back to his old home, where he engaged in farming in connection with the practice of medicine. He was a popular and successful physician. His death occurred on his farm in 1874.

Dr. John Mosher was a native of the Green Mountain State, having been born at Dorset, Vermont, March 28, 1805. In 1831 he received the degree of M. D. from the medical college at Woodstock, Vermont, and soon afterward decided to seek his fortune in the West. Ohio was then the frontier and in the summer of 1834 he located in Toledo. After practicing his profession for eleven years, he removed to a farm in Oregon Township, though he continued to render medical aid to his neighbors until his death on October 24, 1872.

In 1835 Dr. Horace Green came to Lucas County and located in Sylvania. He was then twenty-four years of age, having been born in Amherst, Massachusetts, in 1811. While still in his boyhood his parents removed to Wayne County, New York, where he began the study of medicine under a Doctor Lovejoy. Early in the year 1835 he graduated at the Geneva (New York) Medical College and immediately afterward came to Ohio. He quickly built up a lucrative practice and was recognized as one of the county's most skillful physicians. He died of cholera during the epidemic of 1852.

Dr. James L. Chase was born at Litchfield, Connecticut, February 10, 1805. When he was eleven years old his parents removed to Titusville, Pennsylvania, where he studied medicine and began practice in 1831. He arrived in Lucas County on New Year's day in 1836 looking for a location. At that time the Town of Manhattan was advertising its advantages and the young doctor decided to cast his lot with that place. His success as a physician was such that he soon had a practice that extended over a radius of thirty miles or more. For thirty-six years he was the treasurer of Manhattan Township, and also served several terms as trustee. He was

one of the Democratic leaders in Lucas County and in 1852 was chosen one of the delegates to the national convention of his party. In 1874 he removed to Toledo and two years later was elected a member of the city council.

In the summer of 1836 Dr. Horace A. Ackley located in Toledo. He was born in Genesee County, New York, in 1805; received an academic education; began the study of medicine at Batavia, and in 1833 graduated in Doctor Delamater's medical school at Fairfield. He then gave one course of lectures on anatomy in the Rochester School of Medicine and in the spring of 1835 settled in Akron, Ohio. The following winter he lectured on anatomy in the Willoughby Medical College, after which he came to Toledo. In 1837 he formed a partnership with Dr. George R. Perkins, who had come to Toledo in 1835. Doctor Ackley went to Cleveland in 1839 to accept the chair of surgery in the Cleveland Medical College, which position he retained until 1853, when failing health compelled his resignation. He died on April 21, 1854.

Dr. George R. Perkins, above mentioned, was born at Roxbury, Connecticut, January 6, 1813, graduated in medicine at the Fairfield, New York, Medical College in 1834, and the next year came to Toledo. After practicing here for several years he returned to New York and died at Geneseo in July, 1846.

Another physician who located in Toledo in 1836 was Dr. Manley Bostwick, who was born in Manlius, New York, January 10, 1810. He attended school at Concord; studied medicine under Doctors Gorham and Sherwood, of Unionville, New York, and in 1834 was licensed to practice. In May, 1836, he arrived in Toledo and soon formed a partnership with Dr. John Mosher. Later he was a partner with Dr. Jacob Clark. In the spring of 1849 he was injured by a fall from his horse and died on the 27th of April.

Dr. Charles McLean graduated in medicine at Washington, D. C., and in 1836 located in Toledo. He opened a drug store on the corner of Summit and Walnut streets, which he conducted in connection with his practice. He remained in Toledo only about four years, when he went to Baltimore, Maryland, and practiced there until his death in 1883.

Dr. Baxter Bowman was another physician who came to Toledo before the organization of Lucas County. He was a justice of the peace in Port Lawrence Township, appointed by the governor of Michigan Territory. In the boundary dispute he took the side of Ohio and was appointed one of the first associate judges of the Common Pleas Court of Lucas County. Among the advertisements in the "Toledo Gazette" in 1835 his name appears as "Physician and Surgeon." A few years later he left Toledo.

Dr. William W. Jones, a native of New York State, received an academic education, learned the printer's trade, and came to Ohio as a printer in 1836, first finding employment at Dresden, Muskingum County. While working at his trade he began the study of medicine with Dr. W. W. Rickey, of Dresden. He then entered the medical department of the University of Buffalo, where he was graduated early in 1849, being then nearly thirty years of age. Within a few weeks after receiving his degree he located in Toledo, where he acquired prominence in his profession. The first successful operation for lithotomy in Northwestern Ohio was performed by him; he was secretary of the first Toledo Medical Society, organized in 1851; was for a number of years a member of the Toledo Board of Health; was consulting surgeon of St. Vincent's Hospital; was elected president of the Ohio State

Medical Society in 1875, and was a member of the American Medical Association. Doctor Jones was also identified with public affairs. In 1857 he was president of the city council and he was three times elected mayor—in 1871, 1873 and 1877.

This list of physicians might be prolonged indefinitely. Others who were recognized as successful practitioners were: Symmes H. Bergen, John W. Bond, William C. Chapman, Gustave F. von Fenneberg, Isaac N. Hazlett, Franz J. Klauser, Chauncey Matthews, Calvin H. Reed, Samuel W. Skinner, Alfred Taylor and Samuel S. Thorne.

MEDICAL SOCIETIES

About 1840 the doctors of Toledo, Maumee and some of the adjacent towns, believing that an interchange of ideas would be of benefit to the profession, organized the Maumee Valley Medical Association. The oldest records of the organization are found in the minutes of a meeting held at Maumee City on June 6, 1842, with Dr. Horatio Conant as president. At that meeting the following officers were elected: Dr. E. D. Peck, of Perrysburg, president; Dr. Harvey Burritt, of Maumee, vice president; Dr. Cornelius Matthews, of Toledo, secretary; Dr. Oscar White, of Maumee, treasurer; Dr. Calvin Smith, of Toledo, and Dr. Horace Green, of Sylvania, censors. Dr. Calvin Smith introduced the following resolution, which was unanimously adopted:

"Resolved, That in the opinion of this society, the so-called science of 'Mesmerism' or 'Animal Magnetism,' as generally understood and advocated, is an imposition upon the public credulity."

This resolution was no doubt inspired by the fact that a "Professor" De Bonneville, accompanied by a number of persons, had been giving exhibitions in Toledo, showing his power as a Mesmerist. He succeeded in making many believe in his peculiar ability "to transfix one to a certain spot by a motion of his hand, or bring on an attack of apoplexy by a single glance of his eye." But there were others who were incredulous. To overcome this skepticism the "Professor" asked for the appointment of a committee of citizens to investigate his experiments. Doctor Smith was a member of that committee, which reported that De Bonneville "entirely failed to sustain his claims."

Just how long the Maumee Valley Medical Association continued in existence is not known, but it could not have been many years. In 1842 the membership numbered nineteen members, which was probably the largest membership in the history of the association.

On June 22, 1851, seven physicians met at the office of Dr. Hosmer Graham and took the preliminary steps toward the organization of a medical society. A committee was appointed to draft a constitution and by-laws, and Dr. William W. Jones was appointed a committee of one to notify other Toledo physicians of the action taken and invite them to join in the movement. Other informal meetings were held, but nothing definite was accomplished until September 29, 1851, when the constitution and by-laws were adopted and the following members were enrolled: William C. Scott, P. H. Dawson, Isaac N. Hazlett, Franz J. Klauser, William W. Jones, Hosmer Graham, R. H. Timpany, Alfred Taylor and Calvin Smith.

The name of "Toledo Medical Association" was adopted and the first officers

of the organization were: Dr. Hosmer Graham, president; Dr. R. H. Timpany, vice president; Dr. W. W. Jones, secretary; Dr. P. H. Dawson, treasurer; Drs. Isaac N. Hazlett, Calvin Smith and Alfred Taylor, executive committee. Although the association started with every prospect of success, it was destined to be short-lived. About the 1st of June, 1852, the cholera made its appearance in the lower Maumee Valley and the physicians were kept so busy for the next few months that they had no time to attend meetings of the association. Between June 1 and July 10, 1852, there were 130 deaths from cholera in Toledo and some of the doctors succumbed to the dread malady. It was reported that the greatest fatality was among those who paid little or no attention to the premonitory symptoms, especially among foreigners, who lived in cramped quarters, the sick and the well often occupying the same bed. The total number of deaths up to the 1st of September, when the ravages of the epidemic were checked, was 327.

The Toledo Medical Association was revived on July 26, 1856. Dr. William W. Jones, who still held the office of secretary, had previously sent out notices to all the physicians of the city and a goodly number attended the meeting. Dr. Jacob Clark was elected president; Dr. William C. Scott, vice president; Dr. W. W. Jones, secretary; Dr. S. H. Bergen, treasurer; Dr. Charles H. Swain, librarian; Drs. S. H. Bergen, C. H. Swain and Samuel F. Forbes, executive committee. This association continued in existence until 1902.

In 1894 the Lucas County Medical Society was organized by a number of physicians who believed that the Toledo Medical Association was not broad enough in its scope, its membership being limited to the doctors of the city. Dr. J. A. Wright was elected the first president and held the office for two years. Several physicians held membership in both organizations and through their efforts the two were consolidated as the "Academy of Medicine of Toledo and Lucas County." On September 30, 1909, the Academy was incorporated under the laws of Ohio.

Following is a list of the presidents of the amalgamated society since 1902: J. H. Jacobson, 1903; J. A. Wright, 1904; Thomas Hubbard, 1905; Herbert L. Smead, 1906; Walter H. Snyder, 1907; Charles N. Smith, 1908; James A. Duncan, 1909; John G. Keller, 1910; L. C. Grosh, 1911; C. W. Moots, 1912; W. A. Dickey, 1913; James L. Watson, 1914; Paul Hohly, 1915; Louis Miller, 1916; Charles Lukens, 1917-18; C. W. Waggoner, 1919; E. W. Doherty, 1920; Louis A. Levison, 1921; John F. Wright, 1922. In 1922 the membership was nearly three hundred.

MEDICAL SCHOOLS

In the spring of 1878 some of the more progressive of the Toledo physicians conceived the idea of organizing a medical school for the purpose of providing instruction that would enable medical students to enter the accredited medical colleges of the country. The result of their efforts was that in March the Toledo School of Medicine opened its first term with the following faculty: Dr. Samuel S. Thorne, surgery; Dr. W. T. Ridenour, physiology and diseases of the nervous system; Dr. George A. Collamore, principles and practice of medicine; Dr. Calvin H. Reed, obstetrics; Dr. Cyrus A. Kirkley, gynecology and diseases of children; Dr. John H. Curry, ophthalmology and otology; Dr. William C. Chapman, materia medica and therapeutics; Dr. James A. Duncan, anatomy; Dr. C. S. Chamberlin, chemistry and toxicology.

The success of the School of Medicine led to the establishment of the Northwestern Ohio Medical College, which was incorporated in 1882. Doctors Chapman, Curry, Collamore, Kirkley, Reed and Thorne retained their respective chairs in the faculty of the new institution and several new members were added. It was the aim of this college to fit its graduates for the practice of medicine. A suitable building on Lagrange Street was obtained and classes were graduated every year until 1892, when the college was suspended.

The Toledo Medical College was incorporated in 1882 and the first course of lectures that year was given in rooms on Superior Street, near Monroe. That location soon became inadequate to the demands of the college and new quarters were obtained near the corner of Cherry and Superior streets. Here the sessions of the college were held until 1892, when the new building at the corner of Cherry and Page streets was completed. This building was especially designed for the needs of the college, containing lecture rooms, laboratories, dissecting room, etc.—all the equipment of a first class medical college. In 1905 this school became the medical department, or College of Medicine, of the Toledo University. A few years later it was discontinued.

HOMEOPATHY

What has already been said in this chapter relates to the Allopathic or "regular" school of medicine, which proceeds upon the theory that persons suffering from disease may be restored to health by the administration of remedies that will produce in the body a condition different from that at the time the disease originated. Homeopathy proceeds on an entirely different hypothesis. The founder of the Homeopathic school of medicine was Dr. Samuel Hahnemann, a native of Saxony and a graduate of one of the leading German medical colleges. It is said that while translating Cullen's "Materia Medica" from English to German in 1790, he was not satisfied with the author's explanation of the action of Peruvian bark in cases of malaria. To satisfy himself he took a large dose of the bark and soon after experienced symptoms of ague. Other experiments followed until he arrived at the conclusion that for every known disease there is a specific remedy, which will produce in a healthy body the symptoms of the disease it is intended to cure. From his discovery he evolved the Latin dictum: "Similia similibus curanter," or, in plain English, "Like cures like." In 1810 Hahnemann published his "Organon of Rational Medicine," in which he set forth his theory, and also proclaimed the advantages of small doses. A little later he published his "Materia Medica," in which he described the effects of various remedies upon persons in good health.

Homeopathic medicine was introduced in Toledo by Dr. Arthur F. Bissell, native of Geneseo, New York, who came to Toledo in his boyhood. In 1844 he entered the College of Physicians and Surgeons in New York City, from which he received the degree of M. D. in 1848. He had completed the course of study nearly two years before, but the faculty would not give him his diploma until he had reached the age of twenty-one years. In the fall of 1848 he located in Toledo and began the practice of his profession. In June, 1850, he was elected city physician, but served only a short time, as in the fall of that year he accepted the chair of anatomy of the Western Homeopathic College, of Cleveland. There he remained for two years, also holding the chair of surgery during the second year. He then returned to Toledo,

hoping to devote himself entirely to practice, but in 1856 he was again prevailed on to accept his old position in the college. In 1859 he was elected a member of the board of censors of the Homeopathic College of Missouri. In 1860 he formed a partnership with Dr. Samuel S. Lungren, who had graduated at the Homeopathic College of Philadelphia in 1852. A little later he turned all of their practice over to Doctor Lungren and went to New York City.

About five years before Doctor Lungren came to Toledo, Dr. Frederick Bigelow, of Syracuse, New York, located in the city and began the practice of Homeopathy, being the second physician of that school to locate in Toledo. He continued in practice until 1866, when failing health compelled him to retire, and he returned to Syracuse. For a time he had as a partner Dr. Silas Bailey, who was appointed one of the physicians to examine men applying for enlistment at the breaking out of the Civil war. After a few years he gave up the practice of medicine and opened a book store, leaving the city a little later.

Dr. Samuel S. Lungren, previously mentioned, was born in York County, Pennsylvania, August 22, 1827, of Swedish parents. At the age of sixteen years he became a clerk in a drug store in Philadelphia and while thus employed began the study of medicine. In March, 1850, he graduated at the Jefferson Medical College in Philadelphia and soon afterward located at Hagerstown, Maryland. Being of an investigative turn of mind, he began the study of Homeopathy, with the result that he became a follower of Hahnemann. As a specialist in uterine surgery Doctor Lungren performed a number of successful operations. It has been claimed by physicians of his school that he was the only surgeon who ever twice successfully performed what is known as the Cæsarean Section upon the same woman, the woman and both children living. He served as president of the Ohio Homeopathic Medical Society, was a member of the American Institute of Homeopathy, and was a frequent contributor to medical journals.

In 1852 Charles A. Rowsey brought his family from Cincinnati to Toledo. At that time his son, William T. Rowsey, was about fourteen years of age. After attending the Toledo public schools for a year or two, he entered the University of Notre Dame, near South Bend, Indiana, where he studied for four years. His parents wanted him to study law and he entered the office of William Baker as a student. After a few months he announced to Mr. Baker that he had neither taste nor inclination for the law and entered the office of Dr. Arthur F. Bissell, where he began the study of Homeopathy. He then entered the Hahnemann Medical College, of Philadelphia, where he took one course of lectures, and in March, 1862, was one of the graduating class of the Homeopathic Medical College of Cleveland. He then returned to Toledo, where for many years he was one of the leading Homeopathic physicians.

Other early physicians of this school were: A. C. Barlow, Russell C. Calkins, Herbert Chase, Albert Claypool, E. M. Goodwin, H. W. Hartwell and his wife, Emma Hartwell, S. S. Parker, Myron H. Parmelee, F. P. Taylor, R. D. Tipple and a Doctor Zubenden.

HOMEOPATHIC SOCIETIES

About the close of the Civil war the Lucas County Homeopathic Medical Society was organized by the few doctors of that school in the county. It never had a large

membership and as is usual with such small organizations it was difficult to keep alive the interest. Meetings were held for several years when the society was allowed to pass quietly out of existence.

In 1886 the Northwestern Ohio Homeopathic Medical Society was formed, to include the physicians of Toledo and the surrounding towns and cities. Among the charter members were: Drs. E. M. Goodwin, Myron H. Parmelee, A. C. Roll and A. E. Scheble, of Toledo, and Dr. George W. Rhonehouse, of Maumee. Meetings were held twice a year—in June and December.

The Toledo Homeopathic Club was organized in 1900, as the successor of the old Toledo Homeopathic Society. Its first president was Dr. John H. McVey. During the fall and winter seasons meetings were held every two weeks at the Hotel Secor until about 1912, when the club was disbanded. On the last day of March, 1922, another Homeopathic Club was organized, with Dr. Frank W. Morley, president; Dr. Sara Davies, secretary; Dr. Ola B. Buckman, treasurer. This club differs from any of its predecessors, in that it admits to membership laymen interested in Homeopathy.

MISCELLANEOUS

The Eclectic school of medicine has representatives in Toledo, most of whom are graduates of recognized colleges; there are forty or fifty Osteopathic practitioners, or "drugless healers"; and probably a score of Chiropractors, whose theory is that disease results from some maladjustment of the nervous system. The Osteopath and the Chiropractor are not recognized by other medical schools and in some states they are not permitted to practice. Toledo also has a number of Christian Science practitioners, who claim to heal the sick according to the principles of the Christian Science dogma, as taught by Mrs. Mary Baker Eddy, the founder of the Christian Science Church.

Without discussing the merits of the various schools or theories of medicine, it may be said that the medical profession in Toledo maintains a position fully abreast of the times. The practitioners of the city, no matter to what school they may belong, are as sincere in their belief as the physicians of other cities and most of them show a desire not to fall behind in the march of progress.

CHAPTER XXXIII

FRATERNAL SOCIETIES

MASONIC FRATERNITY—MASONRY IN LUCAS COUNTY—ROYAL ARCH MASONS—KNIGHTS TEMPLARS—SCOTTISH RITE BODIES—ORDER OF THE EASTERN STAR—MASONIC TEMPLE—INDEPENDENT ORDER OF ODD FELLOWS—LUCAS COUNTY ODD FELLOWSHIP—ENCAMPMENTS AND CANTONS—DAUGHTERS OF REBEKAH—KNIGHTS OF PYTHIAS—TOLEDO PYTHIAN LODGES—THE ELKS—TOLEDO LODGE OF ELKS—GRAND ARMY OF THE REPUBLIC—LUCAS COUNTY POSTS—WOMEN'S RELIEF CORPS—MILITARY SOCIETIES—MISCELLANEOUS ORDERS.

It is probably true that a majority of those who are not members of any secret or fraternal society are not particularly interested in their history. On the other hand, those who "belong" are usually more interested in their own order than in any of the others. Such persons can easily obtain the history of local organizations from the lodge records. For these reasons, in attempting to give the history of the fraternal societies of Toledo and Lucas County, it has been deemed best to deal largely with the general history of the several orders, rather than to attempt a detailed history of each lodge. What is said therefore concerning the local lodges of the various fraternal societies, is said chiefly for the purpose of showing that the fraternal work in the city and county has kept pace with the development along other lines.

MASONIC FRATERNITY

This order is beyond question the oldest and most widely distributed of all the fraternal organizations. Tradition carries its origin back to the Carmathites, Essenes, Pythagoreans and other societies of ancient times. It is practically certain that certain ritualistic features of these ancient brotherhoods were incorporated into the guilds of stonemasons and builders during the Middle Ages. That was the era of church and cathedral building. Members of the guilds traveled over Europe under the patronage of the church. They were invested with certain privileges, hence the term "Free Masons." Toward the close of the great church building period, members of these guilds banded themselves together for social intercourse and mutual benefit. There can be scarcely a doubt that this fraternal organization was the mother of modern Freemasonry.

Writers who have made the greatest research into the subject agree that the order was introduced into England about 930 A. D. by Edwin Athelstan. A few years later a convention of Masons met at York and adopted a code of laws, which it is claimed forms the basis of all subsequent Masonic constitutions. In 1275 a convention of all the traveling guilds was held at Strassburg. A little later the members of these guilds were divided into three classes—Apprentices, Craftsmen

and Master Workmen. From Continental Europe and England, the order found its way into Scotland, where the oldest known Masonic lodge—Mother Kilwinning Lodge—is still in existence. The records of this lodge are said to date back to the year 1599.

On June 24, 1717, delegates from four English Masonic lodges met in London and organized the English Grand Lodge. There was then but one degree. In 1724 the English Grand Lodge prepared a ritual based upon the classification of the guild membership about the beginning of the Fourteenth Century, dividing the work into three degrees—Entered Apprentice, Fellow Craft and Master Mason—the Blue Lodge of the present day.

Under date of June 5, 1730, the Duke of Norfolk, then Grand Master of England, issued a commission to Daniel Coxe, of Burlington, New Jersey, as "Provincial Grand Master of the Provinces of New Jersey, New York and Pennsylvania, in America." St. John's Lodge, at Philadelphia, was organized by Coxe in the fall of the year 1730 and this was the first Masonic lodge in America.

Lord Viscount Montague, who succeeded the Duke of Norfolk as Grand Master of England, issued a commission on April 30, 1733, to Maj. Henry Price as "Provincial Grand Master of New England, in America." Before the close of that year Major Price organized a lodge at Boston, which was the first Masonic lodge in New England, established under the authority of the English Grand Lodge.

MASONRY IN LUCAS COUNTY

The first Masonic lodge in Lucas County was instituted at Maumee City, under a charter from the Ohio Grand Lodge dated December 12, 1818. It was designated as Northern Light Lodge, No. 40, indicating that it was the fortieth lodge to be organized in the state. The charter was signed by Chester Griswold as Grand Master. The charter members were: J. C. Adams, Almon Gibbs, Charles Gunn, William Griffith, David Johnston, Sheldon Johnston, William Preston, S. H. Thurston and Eber Ward. The oldest records of the lodge (dated June 12, 1822), show that Dr. Horatio Conant was then worshipful master; John T. Baldwin, senior warden; R. McKnight, junior warden; Ambrose Rice, secretary.

Toledo Lodge, No. 144, was organized on New Year's Day, 1847, with the following charter members: Levi S. Lownsbury (worshipful master), Daniel McBain (senior warden), Thomas D. Thomas (junior warden), Jacob Landman (secretary), Thomas Dunlap, Abel W. Fairbanks, Henry Goettell, Thomas S. Haskins, Robert N. Lawton, Jerome Myers, David Plough, Myron H. Tilden and Robert H. Timpany. This is the second oldest lodge in Lucas County. It meets in the Masonic Temple on the first and third Wednesdays of each month.

On January 31, 1853, the second lodge was organized in Toledo. It was designated as Rubicon Lodge, No. 237, and is still in existence, holding regular meetings in the Temple on the second and fourth Mondays of each month. The first officers of this lodge were: Dr. Robert H. Timpany, worshipful master; Ezra Bliss, senior warden; Thomas Dunlap, junior warden; Hezekiah L. Hosmer, secretary; John Kaufman, treasurer. Besides these officers the charter members were: William H. Hall, Willard W. Howe and James Love.

Sylvania Lodge, No. 287, was instituted on October 23, 1856, with eleven

charter members, viz: Benjamin Joy, Lucian B. Lathrop, William McCann, Jenks Morey, Andrew Printup, Elias Richardson, Benjamin Sumner, Foster R. Warren, Haskell D. Warren, William B. Warren and William Watson. The officers named in the charter were: Lucian B. Lathrop, worshipful master; William B. Warren, senior warden; Andrew Printup, junior warden.

At the breaking out of the Civil war in 1861 the four lodges above mentioned were the only Blue Lodges in Lucas County. During the war little attention was given to fraternal organizations. Since the war the Masonic Order has kept pace with Toledo's progress in other lines and in 1922 there were twelve Blue Lodges in the city, to wit: Toledo and Rubicon Lodges above mentioned; Sanford L. Collins Lodge, No. 396, which meets in the Masonic Temple on the second and fourth Tuesdays of each month; Collingwood Lodge, No. 457, meets at the Masonic Temple in West Toledo on the second and fourth Wednesdays of each month; Yondota Lodge, No. 572, holds its regular meetings in the Masonic Temple at Fourth and Main streets (East Toledo) on the second and fourth Wednesdays of each month; Calumet Lodge, No. 612, meets on the first and third Wednesdays of each month at 1226 Broadway; Barton Smith Lodge, No. 613, holds regular meetings in the Masonic Temple on the second and fourth Thursdays of each month; Lotus Lodge, No. 625, meets on the second and fourth Fridays of each month in the Masonic Temple at Fourth and Main streets (East Toledo); Fort Industry Lodge, No. 630, holds its meetings on the first and third Mondays of each month in the Masonic Temple at West Bancroft Street and Detroit Avenue; Damascus Lodge, No. 643, meets in the Masonic Temple the second and fourth Friday of each month; Robinson Locke Lodge, No. 659, meets on the second and fourth Fridays in the Masonic Temple in West Toledo, and Boaz Lodge, No. 669, meets on the first and third Tuesdays of each month in the same Masonic Temple as Fort Industry Lodge—West Bancroft Street and Detroit Avenue; and Port Lawrence Lodge, U. D. (Under Dispensation) meets on the second and fourth Fridays of each month in the Masonic Temple, Fourth and Main streets.

ROYAL ARCH MASONS

In 1846 Alexander Anderson, John Bates, Thomas Clark, Paul Hawes, H. L. Hosmer, Daniel Knowles, Levi S. Lownsbury, Ephraim Wood and Andrew Young petitioned the Grand Chapter of Ohio for a charter for a chapter of Royal Arch Masons at Perrysburg. The petition was granted and Fort Meigs Chapter, No. 29, was instituted before the close of the year, with Hezekiah L. Hosmer as the first high priest. This was the first Royal Arch Chapter in the lower Maumee Valley. Meetings were held at Perrysburg for about four years, when a majority of the members voted to remove the chapter to Toledo. The early records of this organization were destroyed by fire in 1853, hence its history prior to that time is obscure. The chapter now holds regular meetings in the Masonic Temple, corner of Adams and Michigan streets, on the first and third Tuesdays of each month.

Toledo Chapter, No. 161, was organized on October 4, 1894, being the second Royal Arch organization in Lucas County. It meets on the first and third Mondays of each month in Masonic Temple. A little later Port Lawrence Chapter, No. 176, was organized in East Toledo. Calumet Chapter, No. 191, holds its

meetings at 1226 Broadway; Collingwood Chapter, No. 196, meets in the Masonic Temple in West Toledo; and Fort Industry Chapter, No. 208, meets in the Masonic hall at Bancroft Street and Detroit Avenue; and Fort Miami Chapter, No. 194, meets in the Masonic Hall, Maumee, Ohio, on the second and fourth Mondays of each month.

There are also three councils of Royal and Select Masters in Toledo. Toledo Council, No. 33, was instituted in 1868, and holds its stated assemblies in the Masonic Temple. Vistula Council, No. 108, meets the fourth Thursday of each month in the hall at Fourth and Main streets in East Toledo; Grafton M. Acklin Council, No. 127, meets in the Masonic Temple, West Toledo, on the first Thursday of each month.

KNIGHTS TEMPLARS

Toledo has four commanderies of Knights Templars. Toledo Commandery, No. 7, was organized under dispensation on June 1, 1847, and a charter was granted the following year. The first officers under the charter were: W. L. Harris, eminent commander; Hezekiah L. Hosmer, generalissimo; D. H. Wheeler, captain-general; Levi S. Lownsbury, prelate; W. H. Newton, senior warden; Daniel Segur, junior warden; W. J. Daniels, treasurer; Henry Bennett, recorder; Thomas Clark, standard bearer; Benjamin Joy, sword bearer; W. W. Winter, warden; F. Corlett, sentinel. In 1857, the records were destroyed by fire and a new charter was granted in 1859. Stated conclaves of this commandery are held in the Masonic Temple on the first and third Fridays of each month.

St. Omer Commandery, No. 59, was instituted on November 9, 1900, and holds its stated conclaves on the second and fourth Mondays of each month in the Masonic Temple. The third commandery is Eu-Tah, No. 66, which meets in the Masonic hall on the corner of Fourth and Main streets in East Toledo, and Lafayette Lytle Commandery, No. 77, meets on the second and fourth Thursdays of each month in the Masonic Temple, West Toledo.

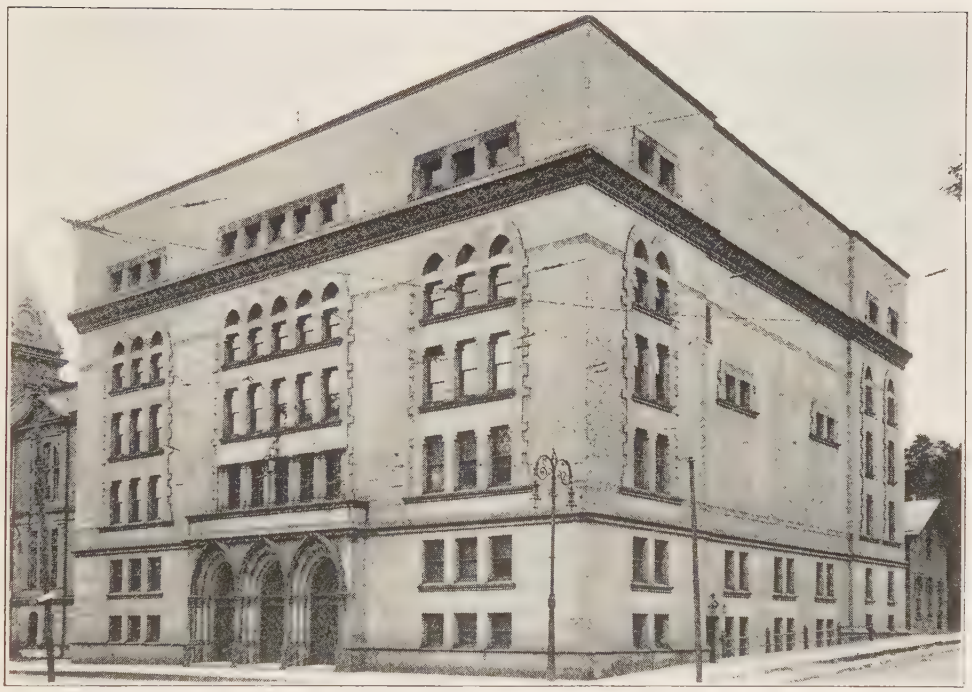
SCOTTISH RITE BODIES

Ancient Accepted Scottish Rite Masonry was introduced in Toledo in 1880 by the organization of the Miami Lodge of Perfection. Fourteenth Degree Northern Light Council, Princes of Jerusalem, Sixteenth Degree was chartered on September 20, 1881, and the Fort Industry Chapter, Rose Croix, Eighteenth Degree, received its charter on the same date. The Toledo Consistory, Thirty-second Degree, was chartered on September 21, 1905. The above bodies meet in the Masonic Temple, corner Adams and Michigan streets.

The Ancient Arabic Order Nobles of the Mystic Shrine is represented by Zenobia Temple, the stated meetings of which are held on the first Thursday of each month in the hall on the corner of Fifteenth Street and Madison Avenue.

ORDER OF THE EASTERN STAR

The Eastern Star degree in Masonry is an organization to which the wives and daughters of Master Masons are eligible. Local societies are called chapters.



MASONIC TEMPLE, MICHIGAN AND ADAMS

There are eight of these Eastern Star chapters in Toledo, to wit: Stella, No. 50, organized June 29, 1895; Palestine, No. 51, instituted August 30, 1895; Collingwood, No. 184, instituted May 5, 1904; Yondota, No. 317, instituted August 12, 1909; Toledo, No. 341, instituted May 31, 1911; Triune, No. 344, instituted January 22, 1912; May Elliott, No. 355, instituted October 12, 1912, and Fort Industry, organized June 9, 1916.

Stella, Palestine and Toledo chapters hold their meetings in the Masonic Temple; Collingwood Chapter meets in the Masonic hall at Lewis and Sylvania avenues; Yondota meets in the Masonic hall at Fourth and Main streets in East Toledo; Triune meets in Calumet Hall at 1226 Broadway; May Elliott holds its meetings in Valentine Hall, corner of Adams and St. Clair streets, and Fort Industry meets in the Masonic hall at Bancroft Street and Detroit Avenue.

MASONIC TEMPLE

The Toledo Masonic Temple Association was incorporated in February, 1868, by David R. Austin, William W. Bolles, Leander Burdick, John B. Carson, D. P. Chamberlin, Sanford L. Collins, E. R. Finch, Dr. W. W. Jones, R. C. Lemmon, A. H. Newcomb, John G. Norton, Louis H. Pike, John Sinclair, Dennison Steele, John Stevens and C. H. Swain. This association erected a building on the southwest corner of Adams and Superior streets, in which the various Masonic bodies of Toledo held their meetings for about a quarter of a century. It was destroyed by fire in February, 1901, and the Smith & Baker building was erected on the site.

As the city grew and the Masonic population increased, the old temple became inadequate to the demands of the fraternity. A site was acquired on the southeast corner of Adams and Michigan streets for a new building. The corner-stone of that structure bears the legend: "A. D. 1903—A. L. 5903." The Temple was dedicated in 1905 and is one of the best Masonic buildings in the State of Ohio.

INDEPENDENT ORDER OF ODD FELLOWS

This order dates from 1745, when a society was formed in England bearing the name of the "Antient and Most Noble Order of Bucks." Some writers have tried to establish the fact that the "Bucks" came into existence through the efforts of dissatisfied members of the Masonic fraternity and that the founders hoped to make the new order a successful rival of Masonry, but this is based largely upon supposition. The oldest records of the "Antient and Most Noble Order of Bucks" in existence are those of Aristarchus Lodge, which met in the Globe Tavern in London. About 1773 the order began to decline, but a few lodges maintained their identity and effected a reorganization.

George IV, when Prince of Wales, was initiated into the "Bucks" in 1780. It is said that in his initiation the words "Odd Fellow" were used for the first time. In 1803 the English Grand Lodge was organized, there being at that time about ten lodges in good standing. Six years later the lodge at Manchester withdrew from the Grand Lodge and declared itself "Independent." As a sort of self-constituted Grand Lodge, it established a new order, which in 1813 adopted the name of "Manchester Unity, Independent Order of Odd Fellows."

On December 26, 1806, Solomon Chambers and his son, John C. Chambers,

who had been initiated into the order in England, organized an Odd Fellows' lodge in New York City, but it was short-lived. The second attempt to introduce Odd Fellowship into the United States was made in 1816, when authority was obtained from the Manchester Unity by a few members of the order in New York to organize a lodge in that city. This lodge, like its predecessor, soon died. In 1818 Thomas Wildey came from England and located in Baltimore, Maryland. He was an Odd Fellow and wanted to organize a lodge. In his quest for other Odd Fellows he advertised in the newspapers and finally secured the coöperation of four men who had been initiated in England. On April 26, 1819, a lodge was organized in Baltimore with Thomas Wildey, John Cheatham, John Duncan, Richard Rushworth and John Welch as charter members. This was the first permanent lodge in the United States.

During the next twenty years the order spread to all parts of the United States and lodges were organized in the principal Canadian cities. On September 23, 1842, the order in America separated from the Manchester Unity and established a grand lodge for the United States and Canada. In 1920 the membership in these two countries numbered nearly two millions.

LUCAS COUNTY ODD FELLOWSHIP

On May 19, 1845, Past Grand Master David Churchill, of Cincinnati, visited Toledo and instituted Wapakonica (also spelled Wapaukonica) Lodge, No. 38, with the following charter members: John Brownlee, T. C. Everts, C. G. Keeler, C. A. King, Frederick Kruger, C. H. Ludlow, Horace Saxton, Denison B. Smith and L. Watkins. The institution of the lodge was followed by the installation of L. Watkins, noble grand; C. A. King, vice grand; C. G. Keeler, secretary; T. C. Everts, treasurer; Horace Saxton, conductor; Frederick Kruger, outside guard. This lodge is the parent of all the other Odd Fellows' lodges in the city. It meets every Monday evening in the Odd Fellows' Temple.

Toledo Lodge, No. 402, was instituted soon after the close of the Civil war. It now meets every Wednesday evening in the Odd Fellows' Temple, corner of Erie Street and Jefferson Avenue.

Robert Blum Lodge, No. 413, was instituted on June 3, 1869, with sixteen charter members and the following officers: John Schrink, noble grand; George Speyer, vice grand; Charles Oeckel, secretary; John Homberger, treasurer; Frank Voight, conductor; Henry Mayer, inside guard; Thomas Blackwell, outside guard. This lodge meets every Thursday evening in the Odd Fellows' Temple.

Maumee Valley Lodge, No. 515, was instituted by Past Grand Master Belden Seymour on June 14, 1872. The lodge started with fourteen charter members and the following officers: F. W. Brooks, noble grand; Frederick Raitz, vice grand; E. W. Klinck, secretary; Fred Lanman, treasurer. The meetings of this lodge are held in the Temple every Friday evening.

Since the organization of Maumee Valley Lodge five other lodges have been established in Toledo, to wit: Corn City, No. 734, which meets in the hall at Front and Oak streets in East Toledo; Northern Star, No. 824, also an East Toledo lodge, meets every Tuesday evening in the hall at Sixth and Main streets; Lucas, No. 876, holds its meetings every Thursday evening in the hall at Detroit and Pinewood avenues; Central Grove, No. 891, which meets every Wednesday evening in

the hall at 3015 Detroit Avenue; and Viking Lodge, No. 982, whose hall is at 1623, Broadway.

ENCAMPMENTS AND CANTONS

The higher degrees in Odd Fellowship are called "Encampments." This branch of Odd Fellowship was not established until after the lodges in America withdrew from the Manchester Unity. There are five encampments in Toledo. Toledo, No. 118, meets in the Odd Fellows' Temple at Erie Street and Jefferson Avenue, which building is owned by the order; Ruel, No. 250, also holds its meetings in the Temple; Read, No. 305, is an East Toledo encampment and holds its meetings in the hall at Sixth and Main streets; Central Grove, No. 315, meets every Friday evening in the hall at Central and Detroit avenues; Rollo, No. 328, meets every Thursday evening in the hall at 1623 Broadway.

The Patriarchs Militant is a uniform degree, corresponding to the Knights Templars in Masonry. Local organizations are called cantons, of which Toledo has three. Canton Central Grove meets in the Odd Fellows Temple at 3015 Detroit Avenue; Canton Imperial holds its meetings at 1623 Broadway; and Canton Lucas meets in the Odd Fellows' Temple, corner of Erie Street and Jefferson Avenue.

DAUGHTERS OF REBEKAH

This is the "ladies' degree" of Odd Fellowship. At the beginning of 1922 there were four Rebekah lodges in Toledo. Aurora Lodge, No. 3, was instituted on November 5, 1869, by Grand Master James Turner. It started with thirty-two charter members, sixteen of whom were women. Its growth has been steady and it now meets every Saturday evening in the Odd Fellows' Temple. It was the third Rebekah lodge organized in the State of Ohio.

The other three Rebekah lodges are: Corn City, which meets every Monday evening in the Corn City Hall at Front and Oak streets in East Toledo; Lucas, No. 197, which meets in the Odd Fellows' Hall at Sixth and Main streets; East Toledo, every Monday evening; and Pink Carnation Lodge, No. 605, which meets Wednesday evenings at 1623 Broadway.

KNIGHTS OF PYTHIAS

On February 15, 1864, five young men, clerks in Government offices at Washington, D. C., met for the purpose of listening to the reading of a ritual for a new fraternal order. All five were members of the Arion Glee Club and were intimate associates. They were Justus H. Rathbone (author of the ritual), David L. and William H. Burnett, Robert A. Champion and Dr. Sullivan Kimball. The ritual was based upon the friendship of Damon and Pythias and the name "Knights of Pythias" was adopted for the proposed order. On February 19, 1864, Washington Lodge, No. 1, was instituted in Temperance Hall.

Franklin Lodge, No. 2, was instituted at the Washington Navy Yard on April 12, 1864. During the next six months several lodges were established, all near Washington. The work of organization progressed slowly on account of the war

and in a little while all the lodges except Franklin disbanded. After the war a few of the disbanded lodges were reorganized and joined with Franklin in the formation of a grand lodge on May 1, 1866. Within the next two years the order was introduced into Delaware, Maryland, New Jersey and Pennsylvania and on May 15, 1868, the Supreme Lodge was organized. There are now lodges in every state in the Union and in Canada. In 1920 the order stood fourth in point of numbers, having about one million members. In that year nearly two million dollars were paid out in relief work.

The Uniform Rank was established in 1878. Its manual of drill is that of the United States army and in 1898 a number of officers in the volunteer service in the war with Spain were taken from the Uniform Rank of the Knights of Pythias. There is also a degree called the Dramatic Order Knights of Khorassan, and a ladies degree known as the Pythian Sisters.

TOLEDO PYTHIAN LODGES

The Knights of Pythias order is represented in Toledo by nine lodges. Pythian Castle, at the corner of Jefferson Avenue and Ontario Street, is owned by the order and most of the lodges hold their meetings in this building. Toledo Lodge, No. 20, was instituted on December 20, 1869, and was the first in the city. It holds its meetings on Monday evenings in the Castle. The other lodges are as follows: Charles Sumner, No. 137, which meets in the Castle every Friday evening; Anthony Wayne, No. 141, which meets Thursday evenings in the Knights of Pythias Hall on Broadway; Lucas, No. 148, which meets in the Castle every Saturday evening; Concord, No. 149, which meets in the Castle every Thursday evening; Harrison, No. 185, whose meetings are held in the Castle on Tuesday evenings; Steedman, No. 208, meets every Monday evening in the Knights of Pythias Hall in Auburndale; Yondota, No. 335, holds its meetings in the hall at Sixth and Main streets, East Toledo, every Thursday evening; and West Toledo, No. 771, meets every Thursday evening in the hall at 3243 Monroe Street. William Beatty, one of the oldest Knights in Lucas County, and for years secretary of the Ohio Grand Lodge, has his office in the Toledo Castle.

Ramadam Temple, No. 69, Dramatic Order Knights of Khorassan, meets in the Castle on the first and third Wednesdays of each month, and there are eight temples of the Pythian Sisters, to wit: Martha Washington, No. 34; Toledo, No. 54; Yondota, No. 81; Eureka, No. 145; Auburn, No. 163; Wayne Lodge; Mary Arden, No. 408; and West Toledo, No. 460. The Uniform Rank is also well represented in the city.

THE ELKS

About the close of the Civil war in 1865 a number of "good fellows," in New York City, most of whom were newspaper men and members of the theatrical profession, formed a sort of club which would meet of evenings and pass a social hour or two in singing songs, swapping yarns, etc. Charles Vivian, a young Englishman who was a leader in the club, gave it the name of the "Jolly Corks." In the winter of 1867-68, some one proposed to organize a fraternal society. After some discussion it was decided that the name "Jolly Corks" was

ELKS CLUB

not sufficiently dignified and a committee was appointed to select a more suitable name. This committee visited P. T. Barnum's Museum, then a popular institution in New York City, where they saw an elk and learned something of that animal's habits. The name "Benevolent and Protective Order of Elks" was therefore proposed by the committee and was adopted.

New York Lodge, No. 1, was instituted on February 16, 1868, and on that date the "Jolly Corks" died and the Benevolent and Protective Order of Elks was born. Philadelphia Lodge, No. 2, was organized soon afterward. On March 10, 1871, the New York Lodge was incorporated as a Grand Lodge, with power to organize subordinate lodges. San Francisco Lodge, No. 3, was instituted on April 18, 1876. From that time the growth of the order was more rapid and within five years Elks' lodges had been organized in most of the leading cities of the United States. One of the fundamental principles of the order is that no lodge shall be established in a city of less than 5,000 population. In 1920 there was scarcely a city of that size in the United States without its Elks' Club, and the order had spread to the Philippine Islands, Alaska and Hawaiian Islands. At the meeting of the Grand Lodge in July, 1922, it was reported that there were then 1,367 lodges, with a total membership of 835,783.

The motto of the Elks is: "The faults of our brothers we write upon the sands; their virtues upon the tablets of love and memory." The initials "B. P. O. E." are sometimes interpreted as meaning "Best People on Earth."

TOLEDO LODGE OF ELKS

Toledo Lodge, No. 53, Benevolent and Protective Order of Elks, was instituted on October 24, 1886, in the old Grand Army Hall, with J. M. Hueston as the first exalted ruler. It met in different halls until the spring of 1902, when it was decided to erect a building for a club house and lodge hall. A lot on Michigan Street opposite the courthouse was purchased in June, 1902, and in June, 1905, the building was formally dedicated. The club house and the lot on which it stands represent an investment of $225,000. The membership of the lodge in June, 1922, was 1,950. One of the members of this lodge—William W. Mountain—was honored by being elected grand exalted ruler in 1921. Upon his order the Elks' lodges of the United States celebrated Flag Day, June 14, 1922, with appropriate ceremonies.

The Toledo Cherry Pickers, a uniformed organization of Elks, won distinction some years ago by their perfect drilling. This organization was revived in the spring of 1922 and accompanied the Toledo delegation to the Grand Lodge meeting in Atlantic City, where it entered the national competition.

GRAND ARMY OF THE REPUBLIC

As early as the spring of 1864 Dr. B. F. Stephenson and Rev. W. J. Rutledge, surgeon and chaplain respectively of the Fourteenth Illinois Volunteer Infantry, discussed the formation of a society of volunteer soldiers to perpetuate the fraternity established in camp, on the march or on the field of battle. No definite action was taken, however, until the spring of 1866. Then these two officers sent out invitations to attend a meeting at Decatur, Illinois, on April 6, 1866. Many old

soldiers attended the meeting and the Grand Army of the Republic was organized. In the plan of organization each state was designated as a department and local societies were given the name of posts.

The objects of the order, as set forth at the Decatur meeting, were: "To collect and preserve historic relics and documents pertaining to the war; to aid and assist disabled Union veterans, their widows and orphans; to observe Memorial Day by patriotic exercises and the decoration of the graves of fallen comrades; to keep alive the cherished recollections of camp and campaign, and to teach the rising generation lessons of patriotism."

The first post was organized at Decatur, Illinois, in April, 1866. During the summer those who attended the meeting there organized posts in other localities and the first national encampment was held at Indianapolis, Indiana, in November, 1866. The Grand Army is the only fraternal society that must necessarily cease to exist by the death of its members. Only those are eligible for membership who served as soldiers, sailors or marines on the side of the Union in the War of 1861-65. The order reached its greatest strength in 1890, when the membership was 409,487. Each year since that time the number of those who have answered the "last roll call" has constantly increased. In 1915 the death rate was about one thousand monthly. The Grand Army was largely responsible for the recognition of Memorial Day (May 30) as a legal holiday in many of the states, and it has been influential in the establishment of soldiers' homes and asylums for soldiers' orphans.

LUCAS COUNTY POSTS

On May 9, 1866, Dr. B. F. Stephenson, commander of the Department of Illinois, commissioned Capt. Henry E. Howe to organize posts in the Tenth Congressional District of Ohio. Forsyth Post, No. 15, was instituted on November 19, 1866, and was the first post in Lucas County. It was named for Lieut. George D. Forsyth, who served as a private in the Fourteenth Ohio Infantry in the three months' service and was afterward second lieutenant in Company B, One Hundredth Ohio Infantry. The fourteen charter members of the post were: J. A. Chase, Frank Collins, William Corlett, C. A. Hall, J. K. Hamilton, Otto Klemm, J. S. Kountz, Henry G. Neubert, William E. Parmelee, Herman Rosenbaum, C. C. Starr, Albert E. Scott, J. W. White and R. D. Whittlesey. J. A. Chase was the first commander.

Ford Post, No. 14, was organized under a charter dated January 21, 1867, with the following charter members: Augustus Brown, Charles L. Hurlburt, F. J. Kostack, Samuel McDonald, Arnold McMahon, Michael Mulrooney, Joseph A. Perry, George Scheets, William Sexton, Joab Squire and Frank P. Wilson. This post was named for Capt. Hyatt G. Ford, of Company B, Sixty-seventh Ohio Infantry, who was killed at the battle of Winchester, Virginia, March 16, 1862.

Charles B. Mitchell Post, No. 84, was organized at Maumee on June 9, 1881, with seventeen charter members and J. E. Wilcox as the first commander. It was named for Lieut. Charles B. Mitchell, Company E, Fourteenth Ohio Infantry, who was mortally wounded at Jonesboro, Georgia, September 1, 1864, and died on the 28th of the same month in the hospital in Atlanta.

Brint and McBride Post, No. 225, located at Richfield Center, was organized on May 16, 1883, with twenty-six charter members. It was named for John Brint and William H. W. McBride, two volunteers from Richfield Township. Meetings were held in the town hall until 1885, when a building 25 by 60 feet, two stories high, was erected for the use of the post and the Women's Relief Corps.

Ray Heller Post, at Whitehouse, was organized on December 27, 1882, by Comrades Brown and Grover of Forsyth Post. Although it was instituted before the post at Richfield Center, it was given the number 284. O. P. Heller was the first commander.

Quiggle Post, No. 289, was instituted at Swanton on January 3, 1883, with seventeen charter members and William Geyser as the first commander. It was named for Oscar F. Quiggle, who enlisted in 1861 at the age of seventeen years as a musician in Company I, Fourteenth Ohio Infantry, and was killed in a skirmish near Milledgeville, Georgia, November 22, 1864.

Ruckle Post, No. 335, at Monclova, was organized on July 28, 1883. It was named for six brothers —Daniel, David, George, John, Henry C. and Phillip—who served in regiments from Ohio, Michigan and Iowa, and four of whom were killed in action. John W. Kerr was the first commander. This post erected a building at a cost of $1,800 and also raised $500 for a soldiers' monument at Monclova.

Page Post, No. 471, was instituted at Sylvania on July 5, 1884, with William Bryan as the first commander. It was named for Private Harlan Page of Company K, Twenty-fifth Ohio Infantry, who was seriously wounded at Baldwin's Camp, West Virginia, in February, 1862. He was sent home but lived only about a week after reaching Sylvania.

Albert Moore Post, No. 582, was organized in West Toledo on March 29, 1886, with twenty-one charter members and J. M. Stanbery as the first commander. It was named for Albert Moore, who entered the army as first lieutenant of Company A, Fourteenth Ohio Infantry, and rose to be lieutenant-colonel of the regiment.

Through the death and increasing age of the members, many of the early Grand Army posts have ceased to exist. The directory of posts in Toledo in 1922 shows only four organizations, Ford, Forsyth, Toledo and Volunteer posts. Ford Post meets every Friday evening in the Grand Army Hall at 141 Euclid Avenue, East Toledo; Forsyth meets on the first and third Tuesdays of each month in the Memorial building, corner of Adams and Ontario streets; Toledo Post, No. 107, meets in the Memorial building on the second and fourth Saturdays of each month; and Volunteer Post, No. 715, meets at the same place on the first and third Wednesdays.

WOMEN'S RELIEF CORPS

The Women's Relief Corps was founded in 1875 to assist the Grand Army in carrying out its charitable work, observing Memorial Day, etc. Forsyth Corps, No. 1, the first in the Department of Ohio, was organized on March 14, 1879, as an auxiliary to Forsyth Post. Mrs. Kate B. Sherwood was the first president and Mrs. Cora Day Young was the first secretary. This organization was first known as the "Ladies' Aid Society." It was not chartered as a branch of the National

Women's Relief Corps until in August, 1883. It is still intact and holds meetings in the Memorial building on the afternoons of the first and third Tuesdays in each month.

Volunteer Relief Corps, No. 89, the auxiliary of Volunteer Post, meets in the Memorial building on the afternoons of the first and third Wednesdays of each month. Toledo Women's Relief Corps, auxiliary of Toledo Post, meets in the Memorial building on the second and fourth Tuesdays of each month.

There is another women's society known as the Ladies of the Grand Army of the Republic. Ford Circle, No. 28, meets on the first and third Thursdays of each month (afternoons) in the hall of Ford Post at 141 Euclid Avenue, East Toledo.

Along in the latter '80s, when the custom of organizing "broom brigades" in connection with Grand Army posts prevailed, Ford Post's Broom Brigade was one of the most noted in the country. It consisted of seventeen young women, daughters of members of the post, who were organized and drilled by Capt. Fred McElliott, a veteran of the Fourteenth Ohio Infantry. The members of the brigade were: Louise Birkenhauer, Ada Bitters, Lillie Cherry, Minnie Clarke, Millie Davis, Minnie Davis, Nettie Downing, Minnie Fish, Ella Harr, Cora Kline, Maude Perry, Hattie Rake, Lottie Rake, Alice Remelsbecker, Alice Ryan, Lillie Stein and Cora Thorp. With brooms for muskets, they could compete successfully with the best drilled veterans in going through the manual of arms, and in competitive drills they were almost always the prize winners.

MILITARY SOCIETIES

The society known as the Sons of Veterans is composed of men whose fathers served in the Union army in the Civil war. Local organizations are called camps. Toledo Camp, No. 133, meets in Memorial Hall on the first and third Mondays of each month. The women's auxiliary (No. 66) of this camp meets in the same hall on the second Thursday of each month.

Egbert Camp, No. 10, United Spanish War Veterans, meets on the second and fourth Tuesday of each month in Memorial Hall, and Myra L. Dowling auxiliary meets in the same hall on the first and third Thursdays of each month. General Bates Camp, No. 64, United Spanish War Veterans, is an East Toledo organization. It meets on the first and third Tuesdays of each month in the Grand Army Hall at 141 Euclid Avenue.

The American Legion is composed of citizens of the United States who saw military service in the World war. The Lucas County Council was organized soon after the return of the American Expeditionary Forces from France, and has recently fitted up commodious quarters on the corner of Adams and Erie streets.

MISCELLANEOUS ORDERS

Toledo has its full quota of societies, the principal feature of which is fraternal insurance. Prominent among these are the Fraternal Order of Eagles and the Loyal Order of Moose. The former owns its own home at 438-40 Erie Street, and the latter owns a Temple at 806 Cherry Street. There are three lodges

(tribes) of the Improved Order of Red Men; eleven lodges (tents) of the Knights of the Maccabees, with their corresponding women's benefit associations; the Grand Court and six subordinate courts of the Foresters of America; four courts and a legion of the Independent Order of Foresters; eight camps of the Modern Woodmen of America; seven camps of the Woodmen of the World; two courts of the tribe of Ben Hur; six councils of the National Union Assurance Society, which has its own building on Madison Avenue, and a number of lodges of colored people of various orders.

The Ancient Order of Hibernians is represented by two divisions and a women's auxiliary. There is a strong council of the Knights of Columbus; a branch (St. Martin's) of the Catholic Knights of America; ten branches of the Catholic Knights of Ohio; eight branches of the Catholic Ladies of Columbia, and a few organizations of other societies.

CHAPTER XXXIV

CIVIC, SOCIAL AND WELFARE ORGANIZATIONS

MANY CLUBS IN THE CITY—TOLEDO BOARD OF TRADE—THE PRODUCE EXCHANGE—CHAMBER OF COMMERCE—THE TOLEDO CLUB—TOLEDO WOMAN'S CLUB—NEWSBOYS' ASSOCIATION—FIFTY YEAR CLUB—LUNCHEON CLUBS—THE CRIPPLED CHILDREN—THE BOY SCOUTS; THE GIRL SCOUTS—THE Y. M. C. A.—THE Y. W. C. A.—MISCELLANEOUS CLUBS.

The club life of Toledo differs in no essential respect from that in other cities of its class. The latest city directory gives a list of more than one hundred and twenty clubs and societies of a miscellaneous character. A few of these are professional—as the Medical Society and Bar Association—and have been described in other chapters; several are founded upon religious or patriotic sentiment; some are based upon the nationality of the members, such as the various Polish societies; and a considerable number are local or neighborhood affairs. Others may be classed as trade or commercial organizations, but they advocate principles and assist in the promotion of projects which have a tendency to improve civic and social conditions.

It would be inexpedient to undertake to give a history of every club in the city. Without disparagement to any, those treated in this chapter are regarded as representative organizations and have been selected as the best examples of Toledo's gregarious activities.

TOLEDO BOARD OF TRADE

Early in June, 1849, a meeting of commission men, produce dealers and others was held at the office of the elevator of Brownlee, Pendleton & Company, at which the preliminary steps were taken to organize a board of trade. Andrew J. Field, John M. Boalt and H. L. Hosmer were appointed a committee to prepare a constitution and by-laws, and Denison B. Smith, George Pendleton and D. G. Saltonstall were appointed to rent a room for holding meetings. They engaged a room in the new brick block erected by Kent, Poag & Company, at the corner of Madison Avenue and Summit Street, where a meeting was held on June 9, 1849, and the following officers were elected: Denison B. Smith, president; Matthew Brown, Jr., vice president; Francis Hollenbeck, secretary and superintendent; Andrew J. Field, treasurer. The last record of this organization is dated September 21, 1849.

On April 23, 1851, the second Toledo Board of Trade was formed. The constitution and by-laws of the former organization were adopted; Matthew Brown, Jr., was elected president; Andrew J. Field, vice president; Harrison H. Dodd, secretary and treasurer. In June, 1851, there were twenty-four individuals and firms enrolled as members of the board. Whether the city at that time was too small to support a board of trade, or whether a general lack of interest was responsible

for its failure, is not certain. At any rate the organization lasted for only about nine months and from 1852 to 1861 Toledo was without a board of trade, or any body of such a character.

In the spring of 1861 the third board of trade was organized with Truman H. Hoag, president; Matthew Brown, vice president; Carlos Colton, secretary and treasurer. Although the Civil war commenced about the time this board was formed, it continued in existence for about ten years, during which time it was influential in securing many commercial advantages for Toledo, as well as taking an active part in the inauguration of important civic improvements.

THE PRODUCE EXCHANGE

The Toledo Produce Exchange was organized on January 7, 1876, with the following officers: Henry D. Walbridge, president; George Milmine and George E. Welles, vice presidents; C. T. Wales, secretary; Horatio S. Young, treasurer. Besides the president and two vice presidents, the first board of directors was composed of Abner L. Backus, H. E. Bangs, Miles D. Carrington, Edwin Goldsmith, Vincent Hamilton, S. C. Reynolds, William T. Walker, William H. Whitaker, E. R. Williams and Elijah Williams.

As the exchange was founded upon a broader basis than the Board of Trade, it quickly supplanted that body in the city's commercial circles. In 1878 it erected the building on the northwest corner of Madison Avenue and St. Clair Street, in which it maintained headquarters for a number of years. In 1922 it occupied several rooms on the ninth floor of the Second National Bank building.

CHAMBER OF COMMERCE

The history of the present Toledo Chamber of Commerce dates back to 1893. In that year a Manufacturers' Association was organized, though a little later the name was changed to the Chamber of Commerce. This body had a sort of intermittent existence for several years but did not attain great popularity, mainly because it represented only certain business interests instead of the city as a whole. In 1899 it was reorganized under a new constitution and C. E. B. Lamson was elected president. He served until 1904. But the reorganized chamber, like its predecessor, was devoted to the commercial interests of its members, without much regard to the general civic welfare or the cultivation of friendship among its members.

In 1906 the Business Men's Club was organized, with William C. Carr as the first president. This club secured comfortable and well appointed quarters on the sixteenth floor of the Nicholas building. It was not long until the representative men of the city learned that the Business Men's Club embodied more social features than the Chamber of Commerce and it grew in popularity. On May 9, 1910, the two were consolidated under the name of the Commerce Club, which took over the rooms of the Business Men's Club in the Nicholas building. In 1920 the name "Chamber of Commerce" was adopted, with new ideas of coöperation and friendship in business and with a line of work to correspond with the Chamber of Commerce of the United States.

While operating under the name of the Commerce Club, the members were active

THE CHAMBER OF COMMERCE
Southwest corner of Summit Street and Madison Avenue
Burned January 3, 1894

TOLEDO CLUB

in war work; the traffic bureau was organized in 1913 to look after the needs of Toledo shippers; the public research bureau was established in 1916; the Americanization board was formed in 1919; the industrial bureau was placed in operation the same year and has centered its activities upon the work of bringing new industries to the city, promoting trade through the circulation of advertising matter, and planning trade trips to various sections of the country. The traffic bureau has obtained a freight rate on coal which has saved the people of Toledo thousands of dollars, and a freight rate on grain which is restoring to the city much of its former prestige as a grain market. The public research bureau has investigated the city's financial condition and awakened the citizens to a greater interest in their municipal government and its affairs. The club had a membership in 1923 of three thousand. During the year 1922 more than five hundred meetings were held at the Chamber of Commerce rooms in the Nicholas building, with about thirteen thousand persons in attendance. Nearly all these meetings were accompanied by luncheons or dinners, at which the social spirit predominated, thus bringing about a better acquaintance and closer fellowship among the members and guests.

There are several neighborhood commercial organizations looking after specific sectional problems and also aiding the Chamber of Commerce in its city-wide work. Probably the most active of these is the South Side Chamber of Commerce, which has a board of ten directors, each of whom looks after a certain district. This organization alone numbers over seven hundred members.

In addition to these are the Auburndale, West Toledo, and East Side Chambers of Commerce, each significantly caring for local problems. Although business conditions and opportunities for improvement are the first care of these local organizations, the social side of their activities is attentively looked after.

THE TOLEDO CLUB

About 1877 a few Toledoans fell into the habit of getting together in an informal manner for an exchange of ideas and the discussion of current topics. Prominent among them were A. W. Gleason, William L. Hoyt, Charles A. King, David R. Locke, Ralph Osborne, George E. Pomeroy, Jr., and Frank I. Young. The informal meetings were held in a small room on Jefferson Avenue near Summit Street. After a time Mr. Locke proposed the formation of a regular club and the name "Draconian Club" was selected. Mr. Locke was elected the first president, and Ralph Osborne, the first secretary. Permanent quarters were obtained on Summit Street near Madison Avenue. On May 15, 1882, the club was incorporated.

A few years after the incorporation the name was changed to the Toledo Club and a club house was built on the southeast corner of Madison Avenue and Huron Street. In the reorganization of the club the incorporators were: William T. Carrington, Walter N. Conant, William A. Gosline, William L. Hoyt, John B. Ketcham (second) and Dean V. R. Manley. Mr. Ketcham was chosen president and Mr. Hoyt, secretary. During the next quarter of a century the club house was outgrown by the increase in membership and it was decided to erect a new building adequate to the demands of the organization. A site on the southwest corner of Madison Avenue and Fourteenth Street was purchased and the following members were appointed a building committee: Elmer H. Close, Morris J. Riggs, Henry L. Thompson, Walter Stewart and Thomas W. Warner.

The new home of the club was opened on June 19, 1915. It is one of the handsomest structures in the city and contains all the requisites of the modern club house—parlors, women's reception rooms, general and private dining rooms, billiard room, forty-two guest rooms, bath rooms, elevator service, etc. The cost of the building was $500,000. The Club includes in its membership a majority of the substantial business and professional men of the city. In 1922 the old club house, on the corner of Madison Avenue and Huron Street, was purchased by the Home Savings Bank as a site for a new banking institution to be erected in 1923.

TOLEDO WOMAN'S CLUB

What the Toledo Club is for the men, the Toledo Woman's Club is for the opposite sex. It was organized in 1892. Those most active in its establishment were: Miss Emily Bouton, Mrs. E. P. Breckenridge, Mrs. F. L. Geddes and Mrs. S. M. Jones. At first the organization was known as the Woman's Building Association. In May, 1911, the residence property at No. 2920 Cherry Street was purchased and remodeled for a club house. Among the alterations was the addition of a large auditorium, in which many of the largest social and educational gatherings of the city have since been held. The building was thrown open to the members on December 9, 1911, and the name of "Toledo Woman's Association" was adopted. The officers at that time were: Mrs. F. L. Geddes, president; Mrs. Ben W. Johnson, first vice president; Mrs. S. M. Jones, second vice president; Mrs. Charles P. Mettler, secretary; Mrs. Elizabeth M. Irving, treasurer; Miss Emily Bouton, Mrs. E. P. Breckenridge, Mrs. E. L. Camp and Mrs. Robert C. Morris, directors.

In 1918 the name was changed to the "Toledo Woman's Club." At that time, as the club house on Cherry Street was some distance from the center of the city's business activities, a down-town center was opened at No. 427 Superior Street. This auxiliary serves as a place for board and committee meetings, and as a meeting place for many of the women's organizations, for the Toledo Woman's club is not selfish and its quarters are open to every women's club in the city. Its scope is civic, humanitarian and social, and its keynote is "service." The Woman's Exchange, one of the club's ventures, is located in one of the rooms of the Superior Street building.

According to the "Club Year Book" for 1921-22, the membership at that time was approximately 2,500. Early in the fall of 1922 a campaign was had which greatly enlarged the membership. As this chapter is written a proposition is before the club to dispose of the Cherry Street property and to build the new club house in a more central location, where it would be available for business and professional women who are members of the club, and for women who use the club for social purposes.

NEWSBOYS' ASSOCIATION

Toledo has a few organizations that are unique. One of these is the Newsboys' Association, which was founded by John Gunckel in 1892. Mr. Gunckel was the son of a veteran newspaper man—William Gunckel, for many years publisher of the "Germantown Gazette"—and became widely known as the "Newsboys' Friend." Beginning in a small way, he induced a self-governing organization among the newsboys whose controlling principles were highly ethical. In the later years of

THE COUNTRY CLUB ON RIVER ROAD, NORTH SIDE OF MAUMEE RIVER, ONE MILE WEST OF THE CITY LIMITS

his life the club was his vocation, and the success which he attained in elevating the ambitions and principles of his proteges was phenomenal. Some of the leading citizens owe much to his friendship and encouragement when members of the Association. He induced a number of Toledo's successful business men to become members of the association and was the principal agent in raising $100,000 for the erection of the Newsboys' building, which is believed to be the only one of its kind in the world. This building contains a fine auditorium in which the newsboys are frequently treated on Sunday afternoons to entertainments calculated to edify as well as to amuse. Mr. Gunckel, in his lifetime, was the director of these entertainments. For their benefactor the boys had the affectionate name of "Gunck." When a show or a lecture was not to their liking, it was no unusual thing for them to shout: "Gunck, get the hook!" which was equivalent to saying: "Please bring this part of the performance to a close." When Mr. Gunckel died more than fifteen hundred newsboys attended his funeral. The association is a permanent feature of city life, continuing very successfully on the lines laid down by its founder. At the beginning of 1923 there were 1,562 members.

FIFTY YEAR CLUB

Another organization peculiar to Toledo is the Fifty Year Club. Early in the spring of 1922 the Chamber of Commerce and other organizations inaugurated a "Talk Toledo Week," the primary purpose of which was to herald abroad the city's advantages as a commercial and industrial center and a desirable place to reside. During the week old residents were interviewed and their reminiscences were published in the newspapers. Out of this grew the Fifty Year Club, so called because any man or woman who has resided in the city for fifty years or more is eligible for membership. In June, 1922, the club was regularly incorporated under the laws of Ohio, and its charter is said to be the first of the kind ever issued by any state.

Upon receipt of the charter, David W. McAleese was elected life-long president; Andrew Snell, vice president; Claude S. Rogers, recording secretary; Joseph P. Falloway, financial secretary; Oliver S. Bond, treasurer. At that time the club boasted a membership of over two thousand. Communications were received from a number of cities asking for detailed information regarding the club, indicating that the future may see a National Association of Fifty Year Clubs, the idea of which originated in Toledo.

LUNCHEON CLUBS

Toledo has its quota of luncheon clubs, the members of which meet once a week for an hour of social intercourse around the table. At these meetings subjects of civic importance are discussed and the influence of these clubs can hardly be measured. Led by the Rotary Club, which was the first in the field, they have not only entered into many civic interests, but have instituted social influences which are proving exceedingly beneficial. The clubs work together in great harmony and with the least possible differences of effort and enthusiasm. Generally speaking, the membership of each is selected on the same basis, that is, it is restricted to one or more members of a single partnership, corporation or profession in the city's

life. The result of this sort of selection is, of course, to leave a wide field for several clubs of the same general character and having a personnel of the same general standard of excellence. Each one of the five clubs meets for noon-day luncheon at Lasalle & Koch's, the four largest in the auditorium and the other in a smaller dining room.

In February, 1905, the first club of this character was organized in Chicago and was given the name of "Rotary." The idea quickly spread and soon became national in its scope and in a remarkably short time international, until at this time there is an International Rotary Association and clubs exist in all parts of the world where civilization has taken hold. The Toledo Club was organized in May, 1912, and has long been very influential in the affairs of International Rotary. It has furnished an international president and a vice-president, and is well represented at every international convention. What has distinguished it particularly in public affairs is its initiation of an effort, already become international, to care for children physically unfortunate.

The Exchange Club was organized in 1913. It meets every Tuesday noon in regular session.

The Kiwanis Club meets Wednesday noon. It was organized in the fall of 1915 and is the fourth club in the organization of International Kiwanis which had its start in the city of Detroit.

On Thursday the Lions Club meets for its weekly luncheon. It was organized in the summer of 1920.

In 1922 the youngest and, at this time, the smallest club was organized, known as the Optimist. It meets on Tuesdays.

Like the Rotary Club, each of the other four clubs reaches out for some beneficial touch upon the city's life, and stands ready at all times to coöperate with each of the others in any influence for the city's betterment in which any one is engaged. The Exchange Club gives much attention to work among boys and exercised a powerful influence towards creating a compelling public sentiment for the erection of a new Safety Building, for which the council has provided, the club causing an extensive examination of the old Central Police Station to be had. It started in Toledo a work, now becoming interstate, for assistance to under-nourished children, in its local activity coöperating with the District Nurses' Association. The Kiwanis Club also interests itself in the under-nourished child, but particularizes with those of tubercular tendencies, maintaining for them a successful fresh air camp. Naturally, the Lions Club has a special interest in the Newsboys' Association, for one of its directors is W. H. Gunckel, only son of the late John Gunckel, founder of the Association. This club also gives special attention to the Girl Scouts.

But no club allowed itself or is allowed to have a monopoly in any special line of good work, for with commendable reciprocity they help each other and take a friendly and efficient interest in each other's activities along the lines in which each takes specially unto itself. From the character of membership selection, each club is closely aligned with the objects and enterprises of the Chamber of Commerce. The Rotary Club requires its new members to join the latter, while the others encourage most strongly such membership in the general organization. Thus the luncheon clubs become, in effect, standing committees to effect measures for the city's benefit in which all patriotic and charitable citizens may have an interest.

THE INVERNESS GOLF CLUB HOUSE ON DORR STREET EXTENDED, TWO MILES WEST OF THE CITY, SHOWING THE EIGHTEENTH HOLE AND GREEN; ON THE LEFT THE CADDY HOUSE

Unconsciously, also, their friendly rivalries in good works make them powerful agencies for the promotion of a healthy state of civic morals.

THE CRIPPLED CHILDREN

About seven years ago the Rotary Club had a member, since removed from the city, who had a crippled child. Endeavoring to secure for her the advantages of a public school, he found that no attention was paid to these unfortunates, that most of them were unable to attend school, and those who did were subject to the unconscious cruelty of their jibing school mates. He brought the matter to the attention of the club, and while its interest was being seized by the problem, some ladies in the northern part of the city discovered and reported to the club a boy approaching adolescence who had been born without arms or legs, and who was living in squalor. This unfortunate the club took under its care, only to find that there was no place in the United States where he might be properly looked after except a small school in Michigan, in which he was placed. There the club educated him and fitted him with ingenious artificial appliances which have prepared him for usefulness and self-support into which he has already entered. This experience centered the club's attention on the problem. It persuaded the school board to furnish a room and teaching force for a separate school for crippled children, to which for many years the club at its own expense furnished means of bus transportation. The upshot of this start has been a segregation by the Toledo school board of unfortunate children so that, brought about by Rotary's influence, there are separate schools for the deaf, blind and partially blind and the crippled. One hundred and twenty-five crippled children are now in a separate school, cared for by a sympathetic force of teachers. The appliances and conveyances are now furnished by the public, supplemented by donations for comforts from Rotarians, and while all the expenses of the school are now maintained by the public authorities, these children, as well as those in other schools for children physically defective in other respects, are under the fostering care of Rotarians and a rotating committee of members makes weekly visits. Several years ago the Toledo Society for Crippled Children was incorporated, with its charter members largely Rotarians. The society has received several respectable donations and bequests and is looking to the future for a significant expansion of its work.

With this example many schools of like character have been organized by Rotary Clubs in Ohio and elsewhere, and the Ohio Legislature has been influenced to pass satisfactory laws upon the subject. Ohio Rotarians in consequence, also led the way in the organization of a state society for crippled children, an example which has been followed by eleven other states and by Canada and an international organization in this behalf has been created.

THE BOY SCOUTS—THE GIRL SCOUTS

Toledo, of course, has its boy and girl scout organizations. The boy scouts have a fine cabin on the public reservation on Ontario Street between Madison and Adams, and the headquarters of the girl scouts are in the Valentine building. In 1922 there were 78 troops of boy scouts, with a membership of 2,025, supervised by 525 volunteer leaders. Near Sylvania has been purchased and equipped a scout

reservation of 140 acres, on which, in 1922, had been erected 25 cabins. A summer camp has been maintained for several years at Vinyard Lake, Michigan. In 1922 there were 27 registered troops of girl scouts and 9 affiliated but non-registered troops. The girl scouts membership was 1,021, with 53 leaders.

THE Y. M. C. A.—THE Y. W. C. A.

The city, of course, has flourishing establishments of The Young Men's Christian Association and The Young Women's Christian Association, each established very firmly in the public confidence. The building of the former is on Michigan Street, opposite the Courthouse Park, and that of the latter at the corner of Jefferson Avenue and Eleventh Street.

The men's organization had, in 1922, 4,036 members. It maintained summer camps with 544 persons in attendance. There were four community branches looked after, and its aggregate individual contacts for the year were 21,743. Fifteen boys' clubs and six church clubs were also affiliated. Its work covered efficiently the entire range of Y. M. C. A. activities.

The membership of the Y. W. C. A. in 1922 was 3,200 with twenty-two grade and four high school clubs. It likewise occupied for the city the entire field entered by the international organization, so far as the city life afforded opportunity.

MISCELLANEOUS CLUBS

One of the largest organizations in the city is the Toledo Automobile Club which numbers nearly ten thousand members. As its name suggests, it is composed of motor car owners. One of the principles upon which it is founded is to work for better highways throughout the country. Members of the club have been concerned in coöperating with the city authorities and the police department in the establishment and enforcement of better traffic regulations, in order to avoid accidents.

The Country Club, a purely social organization, with a membership of over three hundred, owns a commodious club house and spacious grounds in Adams Township, just outside the city limits and between the River Road and the Maumee River. Here many dances, dinners, etc., are given, and the Country Club Golf Course has been the scene of many a "foursome."

On Dorr Street, extended, about three miles west of the city, are the very extensive grounds of the Inverness Golf Club, with a membership approximating five hundred. This club is about eighteen years old and is one of the best known in the United States. Its golf course, buildings and grounds have no superior in the country.

The Sylvania Golf Club, with grounds near the village of that name, has Toledo citizens for nearly all of its three hundred or more members.

The K. O. G. Club is an organization of traveling men who combine interests peculiar to their vocation with social improvement and attention to civic matters. The Toledo Transportation Club was formed in 1905 and has grown to include 250 members. It is the common ground for social and educational purposes of the industrial traffic men and railroad men in operating, commercial and other branches of service. It was the first club to adopt the noonday luncheon plan of meeting and

Y. M. C. A.

monthly meetings with educational talks. The war, however, seriously interfered with this plan and emphasis has been given to the social side only. It is now planned to go back to the pre-war educational meetings, discuss some of the big problems of railroad legislation, car distribution, and railroad consolidation, and make the organization function in the old way of bringing the shippers and railroad men together for mutual benefits.

The Merchants and Manufacturers Association is composed of about two hundred of the leading industrial concerns of the city, whose interests are similar, and in many respects more or less inter-related. Its influence upon industrial stability in the city is very great.

The Central Labor Union is an organization of many of the labor unions, principally of those together under the American Federation of Labor. The membership consists of delegates elected thereto by the constituent unions. In 1920 the Zenobia building on Jefferson Street, with Zenobia Hall, was acquired and is now known as the Labor Temple.

The Toledo Baseball Club is a member of the American Association, the other clubs of which are located in Columbus, Indianapolis, Kansas City, Louisville, Milwaukee, Minneapolis, and St. Paul. The baseball grounds are at what is known as "Swayne Field," at Monroe Street and Detroit Avenue.

There are two advertising clubs in Toledo—one composed of men and the other of women. The aim of these clubs is to secure more character in advertising, thus establishing greater confidence between the seller and buyer. The Women's Advertising Club was organized in the early part of December, 1920. In 1921 it won the trophy (a handsome silver vase) offered by the Chicago Women's Advertising Club for the most constructive work done toward securing the attention of the buying public. The trophy was awarded at the convention of Associated Advertising Clubs at Milwaukee.

The Zonta Club, the first of its kind in Ohio, was organized on December 6, 1921, with thirty charter members and Miss Clara Millard, deputy probate judge, as the first president. This organization is to women what the Rotary Club is to men and the thirty charter members of the Toledo organization represent as many callings or occupations. The word "Zonta" is said to be of Indian origin and means "trustworthy." In the club constitution the objects of the organization are set forth as follows: "To demand fair dealings, high ideals and honest business methods." A weekly luncheon is served, with speakers and entertainment at each meeting.

Among the other organizations of a social or civic nature are many whose names indicate their character. Those most prominent in the list, with their meeting place or headquarters, are: The City Club, meeting at LaSalle & Koch's on Saturdays. This organization corresponds in activities and organization with clubs generally under the same name in other cities. It specializes in matters of general public interest. The Salesians is a club of young women of the Roman Catholic Church and suggested by Monsignor John T. O'Connell. It has been very successful and prosperous. In the winter of 1921-22 this club bought the Unitarian church building at the corner of Prescott and Ashland avenues. The Art-Clan, 401 Meredith building; the Anglers, 639 St. Clair Street; the Bachelors, meets on call at such place as may be designated; the City Federation of Women's Clubs meets at stated intervals in the women's meeting room of the Ohio Savings Bank; Civic Voters'

League, 710 Nasby building; Chess and Checker Club, Room 7 Denison block, 515 Jefferson Avenue; Maumee River Yacht Club, meets weekly at the club house in Walbridge Park; Musicians, 513 Madison Avenue; Old Sod Club, 422 Valentine building; Power Boat Club, Bay View Park; Toledo Athletic Club, 239-41 Superior Street; Toledo Canoe Club, 321 Huron Street; Toledo Driving Club, 506 Gardner building; Toledo Writers meets monthly at the residences of the members; Toledo Yacht Club, at the club house on Wausonoquette boulevard, Bay View Park; United Commercial Travelers, Council No. 10, meets the first Saturday of each month in Valentine Hall. The city has a full complement of literary clubs, of both sexes, and many small social or athletic organizations of more or less permanent character.

CHAPTER XXXV

MUSIC

THE ADVENT OF LOUIS MATHIAS—EARLY OPERATIC AND OTHER PRODUCTIONS—THE GREAT FESTIVAL OF 1879—THE JUNE FESTIVAL OF 1880—LAST YEARS OF MR. MATHIAS—THE KORTHEUER ORCHESTRA—THE TOLEDO SYMPHONY SOCIETY—TOLEDO MAENNERCHOR SOCIETY—THE CIVIC MUSIC LEAGUE—THE EURYDICE CLUB—THE ORPHEUS CLUB.

Because of the cosmopolitan character of its population into which entered a large proportion of the music loving races of Europe, it is apparent that there must have been considerable interest in the development of music in the city of Toledo from the first. The city's musical history practically begins with the advent of Louis Mathias, whose father was a clarinet player with the army of Napoleon in the Spanish campaign and who had thoroughly grounded his son in the science.

ADVENT OF LOUIS MATHIAS

Mr. Mathias, who was born in Germany, August 22, 1826, landed in Philadelphia in 1850, and after spending two years in New York, came to Toledo on a concert tour with a company consisting of two violins, flute and guitar. Something in the atmosphere of the little town, then of less than four thousand people, induced him to remain, soon writing to his brother Julius to come on, saying, "If you want any orchestra music, bring a string bass because there is none in Toledo. * * * I have found but four pianos in Toledo, but I think by tuning and playing for dances we could make a living." The Brand and Lenk families were then prominent in the leading industry of the city, which was brewing, and were musically inclined. They recognized the ability of Mathias and the advantage to the community if he should take up his residence here, and, therefore, made it possible for him to remain. Within a year after his arrival he had organized the first orchestra. It was known as "The Musicverein," and a little later on he founded a singing club called "The Gesangverein." Records of the early meetings of these societies are carefully preserved by Rudolph Mathias, a nephew. The purpose of one of the societies was, as its constitution says, "To endeavor to help the citizens of Toledo to understand music in general and especially to educate the members of the society in the art of music." The membership was divided into active and inactive members, the active members being musicians. The inactive members were contributing friends. The regulations were very comprehensive, designed not only to protect the organization in its property and in the collection and disbursement of its funds, but to regulate the personal conduct of members. As might be expected, the names signed to the regulations, adopted October 15, 1854, indicate that the membership of twenty-two persons was entirely Teutonic. One of the early actions of the society before it

had reached the stage of public activity was to dismiss one of its members "on account of bad behavior." A dramatic society then existing in the city received the coöperation of the Musicverein, and an arrangement was made with the Gesangverein whereby the two associations should work together and divide the profits of concerts. February 6, 1855, the Musicverein, that is, the instrumental society, gave its first public concert, followed by a second in May in the Military Hall. Newspapers for the succeeding four or five years abound in references to concerts, vocal and instrumental, by these organizations and others known as the Toledo Musical Society and the Philharmonic Society. During Mr. Mathias' absence in 1857 in Germany for a short time Mr. Milverstedt, whose excellent band was a local institution, acted as director. Within five years the records show that a considerable number of citizens of other than German extraction became musically interested through the activities of Mr. Mathias. A concert of the Philharmonic Society in April, 1860, was held, and its program abounds with other than German names. This society was conducted by Mr. Mathias as an organization independent of the Musicverein, and it was made up very largely of English speaking citizens, of whom the Osborn and Doolittle families were the most musical, members from which contributed frequently and prominently to the several programs.

At the outbreak of the Civil war, Mr. Mathias joined the band of the Thirty-seventh Ohio Infantry. This band was noted in the army for its musical ability. At the close of the war he returned to Toledo, continuing his work, organizing orchestras, training choruses, managing Saengerfests, teaching and encouraging a large number of pupils, and exercising a powerful influence in all musical endeavor. Among his many friends was the late Chief Justice Waite, in whose family he taught. He was instrumental in the organization and acted as leader of the Beethoven Quartet, and concerts, vocal and instrumental, were frequent notes in the city's life under his inspiration, until he succeeded in arousing a general interest in the art among the citizens.

EARLY OPERATIC AND OTHER PRODUCTIONS

In 1869, under the direction of Mr. H. C. Hahn, was essayed a comic opera, "The Doctor of Alcantara," for the benefit of the Protestant Orphans' Home, Mr. Hahn drilling the singers and actors while Mr. Mathias organized and drilled an orchestra of twenty members, with Mr. W. H. H. Smith, a prominent figure in Toledo's musical history, at the piano.

Later the Toledo Mendelssohn Club was organized, and in February, 1872, presented the opera, "The Two Cadis," for the benefit of the Friendless Women's Home, Mr. Mathias acting as musical director.

In the meantime, The Mendelssohn Union had been organized, a mixed choral society directed by Mr. Hahn, assisted by an orchestra conducted by Mr. Mathias. As an outgrowth of the Union came the Toledo Vocal Society, made up of the foremost voices of the city. This society quickly took a prominent position among the musical organizations.

Toledo noted with a musical jubilee the Centennial of the country in 1876, the festivities opening with a concert at White's Opera House, for which unusual preparation had been made. This, of course, was under the direction of Mr. Mathias, who undertook the task, full of difficulties, of placing upon the stage, as

The Blade said, "A musical entertainment that received the enthusiastic applause of discriminating critics and the people at large." An orchestra of thirty-seven pieces was made up of twenty-six performers from Toledo and eleven brought over from Detroit.

The German Maennerchor, which had long been in existence, rendered a selection from "Ossian," the overture to "Stradella" was played by the orchestra, Lombardi's "The Pilgrims Chorus," was sung, and Buck's Centennial Cantata was rendered by a full chorus of 100 voices. Other ambitious parts appear to have been very satisfactorily rendered—solos, choruses and orchestral productions.

THE GREAT FESTIVAL OF 1879

The most ambitious and successful effort at musical production in the history of Toledo, however, was the great Saengerfest of August, 1879. For this a special hall, seating nearly four thousand people, was erected on Monroe Street between Fourteenth and Fifteenth streets. The exercises continued for five days, beginning Monday, August 18th. The officers of the committee were Guido Marx, president; George Milmine, vice president; H. C. Hahn, secretary; E. H. Norton, treasurer; and Louis Mathias, musical director. The professional singers taking part were Marie Litta, prima donna; Florence Rice-Knox, alto; Signor Tagliapietra, baritone; Èdouard Remenyi, violinist; and F. L. Boos, cornetist. A chorus of 600 voices was brought together, including singers from Detroit, Saginaw City, Bay City, Lansing, Jackson and Grand Rapids, Michigan, South Bend and Fort Wayne, Indiana, and Tiffin, Ohio, with, of course, all the available Toledo talent. The programs of the several concerts were notable productions. Probably nothing in the middle west had theretofore equalled the importance, musically, of this jubilee, and its successes in the program's renderings were noticed generally throughout the country. At every performance hundreds were turned away, unable to secure admission. The local papers note that on each occasion every seat was occupied and all available standing space was used. An immense procession of bands, singing societies and others interested in the festival was an imposing feature of this eventful week.

THE JUNE FESTIVAL OF 1880

The success of the Saengerfest stimulated a June festival for the next year, beginning June 7th. Again professional talent was brought in to supplement Toledo ability, and a program of unusual excellence was rendered at each of the six concerts. Remenyi played during the entire week, and at the close was presented with a gold badge on behalf of the people of the city. The manager, of course, was Mr. Mathias, the orchestra being under the direction of Professor Abel of Detroit. The affection in which Mr. Mathias was held by the people was exhibited at the closing performance which ended with the singing by the grand chorus of the part from Mendelssohn's St. Paul, "O, Great is the Depth." As he led this chorus he was literally buried beneath floral tributes hurled at him by members of the chorus and admirers in the audience.

An outgrowth of the June festival was the Toledo Vocal Society, composed of over sixty men and women gathered from all the musical circles of the city, with Professor Mathias as conductor. For several years this society occupied a leading position in musical activities.

LAST YEARS OF MR. MATHIAS

Mr. Mathias' activities in all musical directions continued unflaggingly with advancing years. April 12, 13, and 14, 1902, a golden Jubilee was planned and executed in commemoration of his fifty years' service to the city, opening with a concert in the newly built Memorial Hall on Adams Street, in which many of the prominent local musicians and a large number of pupils from the public schools participated, followed on the next evening with a concert in the Valentine theater by an orchestra of the united musicians of Toledo, assisted by the German singing societies. The third concert was given Mr. Kortheuer's Symphony orchestra, and the Eurydice Club and a special chorus.

Mr. Mathias died in February, 1922, in his ninety-sixth year, his last appearance as conductor having been at a benefit concert given in February, 1905, for a local violinist, Mr. Steinhauser, whose failing health caused him to return to Germany. Probably no single citizen of Toledo ever exerted so wide and beneficial an influence within the limits of his vocation as Louis Mathias. He was the father of Toledo music, and from his careful training many Toledo musicians owe not only their successes but inspiration.

THE KORTHEUER ORCHESTRA

In 1897, Arthur W. Kortheuer, recently returned from a study of music abroad, organized an orchestra of some forty men, whose concerts were intermittently given during the next sixteen years, and were prominent features of the city's life. This orchestra, the concerts of which were promoted by a group of Toledo men calling themselves the "Toledo Orchestral Club," was the first ambitious effort toward the production of symphony concerts.

THE TOLEDO SYMPHONY SOCIETY

This, the most notable musical organization, other than vocal, of the city at present, is to a large extent the outgrowth of Kortheuer's orchestra. In 1911 Mr. Lewis H. Clement, returning to the city after several years of residence in New York, coöperating with the Musical Art Society, made up largely of music teachers and professional musicians of the city, attempted two symphony concerts. These were very successful within the limitations of the city's provision for such critical undertakings. After several years of discussion, the "Toledo Symphony Society" was organized in the winter of 1919-1920 through the efforts of Mr. Clement before the Commerce Club. Its first concert, given in Scott High School auditorium October 20, 1920, proved the feasibility of Mr. Clement's ambition for the city, and justified the effort at organization. The Society is continuing with a bright promise for a symphony orchestra worthy of the community.

The city, of course, possessed from time to time, during these years, many bands and small orchestras and singing clubs of great worth. To note them all is impossible, and it is impracticable to discriminate to the mention of any. During the last fifty years of the city's life, musical societies, orchestras and choruses were developed, and served the community acceptably in numbers bewildering and confusing. Space permits noting only the most important and those which continued to affect the city's life.

TOLEDO MAENNERCHOR SOCIETY

In 1891 another Maennerchor Society was organized. For more than twenty-five years, under the direction of Mr. Josef Wylli, it presented many concerts of great acceptability. In 1918, then with a membership of sixty, it disbanded, the director, Mr. Wylli, who had been placed in charge of music in the Toledo grade schools, finding it necessary to be relieved from responsibility of this organization.

The history of musical development in Toledo, no matter how sketchy, would be imperfect if some reference were not made to the Hamiltons. Mr. Charles A. Hamilton came to Toledo in 1866, and united with the Mendelssohn Union. He was one of the first in Toledo to undertake concerts by outside talent, bringing to the city such attractions as Edouard Strauss and his orchestra, Theodore Thomas and his orchestra, Leopold Damrosch and orchestra, besides many soloists. Some time later, his sister, Miss Ella Hamilton, undertook a series of concerts of the highest class. Under her management some of the most renowned artists in the world were brought to the city, losing a great deal of money, however, as the unfortunate result.

THE CIVIC MUSIC LEAGUE

A present most important influence in bringing to the city the best talent, especially of singers and soloists of world wide reputation, is the Civic Music League, organized in 1916 by Mr. Bradford Mills. Under its direction many important musical attractions of the highest character have been brought before the Toledo public, including such artists as Caruso, Farrar, Elman, Kreisler, Jeritza, Chaliapin and the following orchestras: New York Symphony, New York Philharmonic, Detroit Symphony, Cleveland Symphony, Cincinnati Symphony and Chicago Symphony.

THE EURYDICE CLUB

Some years before 1891 a small group of women, calling themselves "The St. Cecelia Society," under the leadership of Mrs. W. H. H. Smith, met regularly at their several homes to sing music written especially for women's voices. In 1890 this society, with some outside assistance, gave a very successful concert, as a result of which the Eurydice Club was formed, rendering its first public program in May, 1891. From that time to the present, this club has been the outstanding musical organization of the city, producing more than sixty concerts in which have appeared the very best talent not only of the city but in the country.

THE ORPHEUS CLUB

In the last decade of the last century was organized the Toledo Apollo Club of men, producing its first concert in June, 1893. After several years' successful existence, the name was changed to the Apollo Club, disbanding because of the removal of its director at the close of the season of 1900. In 1908, however, out of some of its old membership, with new blood, was organized the present existing Orpheus Club, a most important element of the city's musical life, with Walter Eugene Ryder, its director, continuing to the present time. This club has developed parallel with the Eurydice Club, and is an indispensable feature of the city's musical

activities. It also has brought a number of prominent artists to city audiences, and great benefit to the city's musical culture has resulted from its organization.

Space forbids even mention of many excellent orchestras and bands now entertaining and instructing the people of the city, at the head of which may be recognized Ruvinsky's Orchestra and Lower's Band. Several institutions of musical instruction exist and many able private instructors in violin, piano and of other instruments, as well as in voice, have salons. The leading churches have trained quartets and choirs, and the extent of individual ability in instrumental and vocal music in the city is very large in proportion to its population. The harvest of the labors of Louis Mathias is indeed noteworthy.

CHAPTER XXXVI

MISCELLANEOUS HISTORY

THE PATRIOT WAR—THE CAROLINE AFFAIR—PUBLIC MEETINGS—THE SCHOONER ANN—BATTLE OF FIGHTING ISLAND—BRADLEY'S EXPEDITION—DROUGHT OF 1838—HISTORIC FLOODS—CENTENNIAL CELEBRATION—DIXON'S MUSEUM—FIRE OF JANUARY, 1894—IMMORTAL J. N.—POST OFFICE ROBBERY.

In Toledo and Lucas County, as in every other community in the United States, events of varied character are constantly happening. By the division of history into topics, as has been done in this work, these isolated events do not "fit into the table of contents," yet many of them are clothed with a certain historic significance. The purpose of this chapter is to record such of these events as exercised an influence upon the subsequent history of city and county, or excited more than ordinary comment at the time of their occurrence. First among these is the incident known as

THE PATRIOT WAR

In 1837, when Lucas County was only about two years old, some of the citizens of Upper Canada, comparing the conditions in their country with the prosperity of the United States, came to the conclusion that the difference in the form of government was responsible for the difference in conditions. A revolt was organized, having for its alleged object the overthrow of British rule and the establishment of the "Republic of Upper Canada." If the movement succeeded, it was the intention to extend it to Lower Canada, until the entire British possessions should be "independent." The "Patriots," as the revolutionists called themselves, took possession of and fortified Navy Island in the Niagara River, where they established a base of operations and began collecting troops, munitions and military supplies. Their leader issued a proclamation announcing the establishment of the "Provisional Government of the Republic of Upper Canada," and offering a reward of £500 for the apprehension of Sir Francis Bond Head, then governor of Canada. The proclamation also declared that within a short time 10,000,000 acres of her Majesty's lands in Canada would be in the hands of the Patriots, and that 300 acres would be given to every volunteer who joined the revolutionary forces. The traditions of the Revolutionary war and the recollections of the War of 1812 led many citizens of the United States to espouse the cause of the Patriots.

THE CAROLINE AFFAIR

Soon after the Patriots took possession of Navy Island, early in December, 1837, the steamer "Caroline" was fitted out at Buffalo as a sort of privateer.

She made regular trips between Buffalo and the island camp, carrying sympathetic visitors and, what was of much greater importance, large quantities of supplies contributed by friends in New York, Pennsylvania and Ohio. The activity of this vessel finally aroused the Canadian officials to action. On the night of December 29, 1837, while lying at a little place called Schlosser, on the American side of the Niagara River, a British force silently approached and boarded the steamer. After a sharp fight, in which twelve men were killed, the "Caroline" was captured and burned.

The destruction of the "Caroline" awakened greater sympathy in the United States for the Patriot cause and called forth vigorous protests from the American sympathizers, who threatened all sorts of retaliation, regardless of the neutrality laws. The campaign at the eastern end of Lake Erie collapsed with the loss of the "Caroline." Some interest was manifested by the people of Cleveland and Sandusky, but Toledo and Detroit became the storm centers. The war department then sent Gen. Winfield Scott to the border to preserve order and to see that the laws relating to neutrality were not openly violated.

PUBLIC MEETINGS

Following the burning of the "Caroline" public meetings were held in a number of cities on this side of the line to denounce the outrage and tender encouragement, if not material aid, to the Patriots. Maumee City was one of the first places to express the indignation of its citizens. Early in January, 1838, a call was issued for a meeting at the American House on the 17th. The call was signed by J. J. Bingham, A. G. Clark, William Copeland, George T. Case, T. W. Crowell, L. B. Dean, W. E. Dunham, John Dwight, Wheeler French, John Furey, D. S. Gregory, A. J. Hackley, George S. Hazard, S. T. Hosmer, David Howe, F. E. Kirtland, John Morian, Guy C. Noble, E. P. Parkman, E. A. Pierson, Alanson Powers, D. R. Ranney, Henry Reed, Jr., George Richardson, John Sargent, J. F. Shepherd, D. B. Taylor, G. B. Warner, W. C. White, James Wolcott, Charles and Jonah Woodruff.

At the meeting James Wilkinson acted as chairman and Henry Reed, Jr., was chosen secretary. The committee on resolutions, consisting of J. J. Bingham, John Dwight and H. L. Hosmer, made a report extending strong sympathy to the Patriots. The report was unanimously adopted. Three days after the Maumee meeting, a meeting was held at the Mansion House in Toledo, at which Dr. Jacob Clark presided and Charles W. Hill acted as secretary. Samuel Allen, C. E. Brintnall, E. B. and E. S. Dodd and Daniel O. Morton were appointed a committee on resolutions.

When the report of this committee was presented to the meeting it developed that sentiment was divided. The resolutions deplored the destruction of the "Caroline" as "an outrage upon a body of unoffending and unarmed citizens of the United States, an open violation of the laws of nations, and an unprovoked invasion of our soil and a wanton massacre of our citizens." A considerable minority opposed the adoption of the resolutions. In the interest of harmony another resolution was offered. While it expressed in moderate terms "sympathy with the people of Canada in their grievances and pledging them whatever aid a neutral

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people can consistently render, we will use all our power to prevent the unlawful organization of armed forces within our territory, and avoid any and all measures calculated to involve our nation in difficulty," etc.

The "Blade" of Toledo, then published by Fairbanks & Willard, was opposed to any open expression of sympathy for the Canadian revolutionists and "raised a voice of resolute condemnation against the high-handed enrollment of American volunteers to invade the coast of Canada." On the other hand the "Morning Post" of Detroit, published by Kingsbury & Burnham, openly advocated the cause of the Patriots, urged the people of that city to contribute liberally to the support of the revolution, and even counseled the invasion of Canada. Early in 1838 the Canadian authorities defeated the Patriots at several points and about three hundred refugees sought shelter in Detroit, where they were given a cordial welcome. At a public meeting $125 was subscribed and ten rifles were donated for the benefit of the Patriots.

THE SCHOONER "ANN"

About 3 A. M., January 5, 1838, a small party of armed and determined men went to the Detroit jail, where 450 stands of arms and a quantity of ammunition were stored, overpowered the jailer without hurting him and carried away the arms and ammunition. About daylight the same morning the Patriots took forcible possession of the schooner "Ann," manned the vessel with 132 men, and with the arms taken from the jail, set sail for Fighting Island. On the way down the river she was joined by several small boats bringing reinforcements and the whole force was landed on the Michigan shore about ten miles below Detroit. That evening the force was augmented by the arrival of sixty men from Cleveland, commanded by a Scotchman named Sutherland. After the arrival of this reinforcement it was decided to cross over and capture Fort Malden (now Amherstburg), and Sutherland was chosen to command.

Sutherland first attempted to take possession of Bois Blanc Island, but found it defended by a force of British regulars and Canadian militia. He then retired to Fighting Island and sent word to Dr. E. A. Theller, commanding the "Ann," to join in an assault on the Canadian mainland. Theller agreed, but in maneuvering the schooner brought it within range of the British guns, her rigging being so badly damaged that she drifted on shore and was captured. Theller and Sutherland were captured and the main body of the Patriots returned to Michigan, where they were persuaded to disband by Governor Mason.

The disbanding of the Patriots proved to be only a lull in the storm. They quickly reorganized, pillaged about one hundred barrels of flour from the steamer "General Brady," captured a number of rifles intended for the Michigan militia, and on the night of February 23, 1838, took possession of Fighting Island.

BATTLE OF FIGHTING ISLAND

Gen. Donald McLeod had been selected to lead the Patriot forces after the capture of Sutherland. His every movement was closely watched by the Canadians and a strong force was mobilized opposite the island. On Sunday, February 25, 1838, the British artillery opened upon the Patriots on the island. McLeod, finding the island untenable, retired to the American side of the river. The following account of the affair is taken from the Detroit "Free Press" of February 26, 1838.

"Yesterday the war commenced in or near Canada. On Saturday P. M. the Patriot forces, which had been lurking in small and detached squads at various points between Toledo and Gibraltar, collected on the American shore, opposite Fighting Island, belonging to the British, their number amounting to between 200 and 300, without arms except five or six muskets and a small field piece mounted on two rails. In this condition, after receiving and cheering a patriotic speech from General McLeod, who commanded them, they crossed on the ice and took possession of the island. They did not, we understand, intend to cross until their arms, which were undoubtedly delayed, had been received; but they were forced immediately to abandon the American territory, in order to evade the civil authorities, which, aided by the United States troops, were in close pursuit of them. In the course of the night about fifty stands of arms were conveyed to them on the island. About daylight yesterday morning the British troops opened fire on them with grape-shot from the Canadian shore.

"After receiving two or three shots and returning as many, the Patriots retreated in confusion to the American shore, with three wounded—one severely and two slightly. At the shore they were met by the United States troops, who arrested and disarmed them as fast as they landed. The British troops took possession of the island as soon as it was evacuated. We have seen and conversed with one of the men who was on Fighting Island, and who informs us that they were assured by their officers that 500 men had crossed into Canada below Malden from Sandusky. This is the prevalent belief here, as heavy cannonading was heard during the forenoon of yesterday in that direction. . . . General Vreeland, of the Patriot forces has been arrested by the United States authorities."

Two companies from Toledo took part in the engagement at Fighting Island. They were commanded by Captains Dodd and Crane, whose bravery on that occasion is fully attested by the following communication from General McLeod, which was published in the "Blade" a few days after the battle:

"To the Citizens of the City of Toledo:

"I beg to recommend to your favorable notice the gallant and intrepid conduct of Capt. William Dodd of your city, and his company, who so gallantly and intrepidly sustained me in the unequal contest of the morning of the 25th instant. I have seen much service in Europe and America, but never witnessed officers of a commission who conducted themselves so coolly, determinedly and deliberately as did Captains Dodd and Crane for three and one-half hours, with 40 men against 500 British troops, well armed.

"Donald McLeod,
"Brig.-Gen. Patriot Army."

BRADLEY'S EXPEDITION

About the middle of February, 1838, Col. Edwin D. Bradley began collecting a force at Sandusky, to coöperate with General McLeod in an invasion of Canada. On the day of General McLeod's defeat at Fighting Island (February 25th), Bradley and his men reached Point Pelee Island, having marched from Sandusky on the ice. They found the island deserted, though the owner, a man named McCormick, had left his live stock, which gave the Patriots a supply of provisions.

About daylight on March 3, 1838, a force of British troops was discovered approaching the island from the Canada side. In his report to General McLeod, Colonel Bradley thus describes the action that followed:

Their main force, about 700 strong, was marched down quietly in front; their left, about 200 strong, flanking off in the direction of the light-house at North Point; and their right, consisting entirely of regulars, were pushing on with great speed along the west side of the island to gain our rear, for the purpose of cutting off our retreat, should the main force succeed in driving us from our position. I did not think it prudent to await the attack of the main body. The men were therefore instantly mustered and filed off toward the southern end of the island, a distance of seven miles, to meet and fight the regular force, which had already gained our rear.

"When we arrived in view of this force, which consisted of about 350 heavy infantry and 75 well mounted cavalry, drawn up in ordinary battle array on the ice, one and a half miles from the shore, in the direction of Middle Island—as we had no time for delay, in consequence of the enemy's main force, which was fast approaching—I gave instant orders to form in line of battle, which were cheerfully obeyed by officers and men. When all was in readiness, the line moved forward and advanced within half musket shot of the enemy, when they opened a tremendous fire on our whole line, checking its progress and compelling us to commence the action at a greater distance than we first intended. Nevertheless (some of our troops having fired without orders), to prevent confusion it was thought proper that the action should become general. For half an hour we sustained the shock of three times our number of British regular troops, twice throwing them into confusion and strewing the battle ground with their dead and wounded.

"The near approach, however, of the main force in our rear induced some to leave the ranks in spite of their officers. Still, the battle was continued by a few of the men until the greater part of the troops had retired to the island, where all assembled to deliberate upon the best mode of escape. It was concluded to cross over to the west side of the island and under its cover retreat, which was safely effected, although the enemy's cavalry hung continually on our flank and rear."

Colonel Bradley's force numbered about 125 men. He reported his loss as "one major, one captain and eight privates killed; and one captain and fifteen privates wounded." In a postscript to his report he states that he learned from a Frenchman that the British loss was fifty-eight killed and seventy-five wounded. Colonel Bradley was for a long time a resident of Williams County, Ohio, after the Patriot insurrection was over. He served as captain in the Mexican war and commanded the Thirty-eighth Ohio Infantry for some time at the beginning of the Civil war.

The battle of Point Pelee Island marked the end of hostilities so far as Ohio was concerned. There were some desultory operations in the vicinity of Detroit until the close of the year 1838, when quiet was restored. The arrest and trial of General McLeod by the authorities of the United States, for the part taken by him in the revolt, led to some complications and discussions with the British Government, which for some time excited more or less alarm and apprehension of serious trouble, but the matter was finally amicably adjusted.

DROUGHT OF 1838

The summer and autumn of 1838 was long remembered by the people of Northwestern Ohio for the severe drought. The "dry belt" extended from the vicinity of Monroe, Michigan, around the head of Lake Erie as far eastward as the Huron River, and up the Maumee to the Auglaize and Tiffin rivers. Even beyond these limits there was a lack of rainfall, but the damage to crops and the suffering of the people in these outlying districts was much less than nearer the lake. Dr. Horace A. Ackley, who was then practicing medicine in Toledo, kept data on the weather and afterward stated that no rain fell in the region about the mouth of the Maumee River from the 3d of July to the middle of October. Judge John Carey, of Wyandot County, says that there was no rain in the upper valley of the Sandusky River from the 17th of May until October. At Tiffin, the county seat of Seneca County, all the wells went dry early in July.

Wild animals of all kinds apparently forgot the antagonism of their species and collected in large numbers along the banks of the rivers in search of water. Many of them perished of thirst and starvation. Between Toledo and Maumee deer and raccoons were numerous and so tame that they watched travelers passing along the road without showing any signs of fear. At that time there were small swamps over a large part of the present City of Toledo, particularly in the western part and along Swan Creek. As these swamps dried up, the frogs migrated to the Maumee, passing through the Toledo streets in great droves. All the wet prairies of the interior, and even the great Black Swamp, became so dry that the earth cracked open, the crevices often extending to a depth of three or four feet. Grass became like tinder, the leaves on the trees withered, many of the trees died, and crops in some localities were a total failure. Beds of the smaller streams became so dry they were actually dusty.

In Toledo and the immediate vicinity most of the wells were shallow and went dry before the middle of the summer. The dry weather and the lack of pure drinking water brought on an epidemic of fever—probably typhoid—which taxed the skill and endurance of the doctors. The death rate that season was the highest in the history of the city. Some four or five hundred laborers were engaged in the excavation of the canal between Maumee and Manhattan. Dr. Daniel Drake, in his account of the epidemic, says these laborers were "chiefly Irish, who generally lodged in temporary shanties, while some occupied bowers formed with green limbs of trees. It does not appear that a greater proportion of these operators suffered than of the resident population; but a far greater proportion died."

Doctor Ackley says: "One canal contractor kept a liquor store and sold whisky to all whom he employed, which was freely drank by themselves and their families. The mortality among these was very great. Another contractor lodged his employes on straw beds, in the upper room of a large frame house, made them retire early, kept them from the use of whisky, and nearly all escaped disease."

This statement of the doctor's was afterward seized upon with avidity by the temperance people as an argument that whisky, even as a medicine, does more harm than good. About the middle of October refreshing rains fell, followed almost immediately by frost, and the drought and epidemic were broken. For weeks before the rains fell, superstitious persons believed that the world was com-

(Courtesy of J. W. Oswald.)

VIEW OF MONROE STREET LOOKING EAST FROM SUPERIOR STREET IN FLOOD OF 1881

ing to an end. Many families left the Maumee Valley and never returned. Years afterward gossips were wont to fix the date of events by comparison with those of 1838; as "he was born the year before the drought," etc.

HISTORIC FLOODS

While the Maumee River, like other streams of similar size and extent, has always been liable to overflow its banks, only on a few occasions have the floods proved disastrous to property. The most destructive floors have occurred in February and March, and were caused by the breaking up of the ice, especially when accompanied by heavy rains. In 1832, when the ice went out of the river, the people of the lower Maumee Valley had their first experience with floods. Little damage was wrought, chiefly for the reason that there was but little property along the banks of the river that could be injured by the high waters. However, the flood swept away what was left of the once pretentious town, "Orleans of the North," which had been built on the low ground between Fort Meigs and the river. Fortunately, the rivalry of other towns had deprived Orleans of its inhabitants, and the value of the property destroyed was negligible, as only a few old buildings remained.

For fifteen years after "the flood of '32," the people along the Maumee were not seriously disturbed by high waters. In the early spring of 1847 the river rose several feet in a few hours, owing to the heavy rains near its source. Many farms were overflowed and the cemetery at Maumee was entirely covered with water. There was no ice in the river at the time and the actual damage was slight.

In the spring of 1849 the Maumee broke all previous records for high water. Early in March the ice began to break up, accompanied by a heavy fall of rain, and by the 7th the water had reached its highest stage. At Perrysburg B. F. Hollister lost four horses, drowned; several canal boats were torn from their stocks; 400 barrels of salt, belonging to Mr. Hollister, were ruined; fifteen head of cattle on the island between Perrysburg and Miami were carried away by the current, and Kirk's slaughter house and the ferry house were washed away. At Maumee the bridge was wrecked and Hubbell's warehouse was undermined and fell into the river. Several warehouses at Miami were destroyed. The Swan Creek bridge at Toledo was demolished and several buildings near the river were damaged.

On February 17, 1867, there were three feet of water standing in Water Street for the greater part of the distance between Monroe and Elm streets. Considerable damage was done to goods stored in cellars along the street. The Cherry Street bridge—the property of a toll company—was carried away by the flood, and the Middle Grounds were completely submerged. On the lower floor of the Island House, the hotel connected with the Union Railroad Station, the water was about fifteen inches deep. Some damage was done to shipping.

About a year later (March 10, 1868), an ice jam in the river caused the Middle Grounds and the river front to overflow. Two abutments of the Cherry Street bridge were damaged and several hundred logs at David Smith's and Mitchell & Rowland's sawmills were swept out into the Maumee Bay. Many of these were afterward recovered.

But the damage wrought by early floods was far less than that caused by the floods of more recent years. The reasons for this are to be found in the fact that the growth of the city has brought more destructible property within the range of the high waters; and the great improvements in draining the swamp lands have made it possible for the surface waters to find their way to the river more rapidly. Early in February, 1881, a "wet spell" set in. Rains fell almost every day for a week. The rising water caused the ice to break up and the snow remaining on the ground melted under the heavy rainfall.

About 7:30 P. M. on Friday, February 11th, the floating ice began to form a gorge at the island near Walbridge Park. The ice in the river at that point, already softened by the rains, was unable to withstand the pressure. It gave way and the entire mass swept down the river. Logs outside the booms at Tracy Brothers' and Mitchell & Rowland's sawmills were picked up and their weight was added to the great body of floating ice. The Cincinnati, Hamilton & Dayton Railroad dock, on the east side, was badly damaged. The steamer "Emerald" and four schooners—the "Atmosphere," "Dunford," "Mediterranean" and "Stalker"—were torn from their moorings and carried out into the bay.

During the night and the morning of the 12th the water rose at an alarming rate. By noon it was several feet deep in Water Street at Adams and in Summit Street at Monroe. A few hours later a strong current was flowing down Water Street, carrying huge cakes of ice, lumber, wrecked fences and other debris. Before midnight the water was five feet deep in the Island House and the Union Railroad Station was deserted. There were about seventy-five guests in the Island House at the time. They occupied the upper rooms until morning, when they were taken in boats to higher parts of the city. The Pennsylvania Railroad bridge was wrecked; all the railroad property on the Middle Grounds was so badly torn up that it was several days before any trains ran to the Union Station. The Lake Shore & Michigan Southern used a branch of the "Y" at the west end of the Middle Grounds, receiving and discharging passengers near Broadway. Great damage was done to sawmills and factories near the river. The water in the river rose to such a height that it was backed up into the sewers and forced out through the intakes and manholes. By this means the flood was carried to parts of the city that would otherwise have escaped. This was especially true of the Monroe Street sewer. Merchants on that street, as well as those on Perry, Summit and Water streets, were among the largest losers. The total property loss was estimated at one million dollars.

Although the flood of 1881 was disastrous, the height of the water was not as great as it was two years later. On February 17, 1883, the river was fifteen feet above the normal stage, or almost three feet above the highest mark of 1881. One would naturally suppose that, if the flood was three feet higher, the damage was correspondingly greater. But such was not the case. While the weather had been rainy for several days prior to the flood of 1881, the people thought nothing of it. The breaking of the ice gorge caused the river to rise so suddenly it caught everybody unprepared. In 1883 the rise in the river was gradual, there was very little ice, and the citizens had more warning than they did two years before. And they did not fail to heed the warning. There were a number of steamers and several sailing vessels lying at the docks. Extra hawsers were attached to every

(Courtesy of J. W. Oswald.)

ICE JAM IN MAUMEE RIVER FLOOD OF 1881

one, portable property liable to injury was removed to a place of safety, and other precautions were taken, thus reducing the loss to a minimum.

The Island House, the Union Station and the Wabash Railroad Company's elevators were all flooded to a depth of six feet or more; a span was torn out of the union railway bridge—belonging to the Pennsylvania and the Wabash; three of the four spans of the Cherry Street wagon bridge—this time the property of the city—were completely wrecked; and factory buildings and machinery near the river were damaged to a considerable extent. Merchants in the inundated districts, who neglected to remove stocks from their cellars, suffered for their negligence by sustaining more or less severe loss. In many stores and residences water found its way into the cellars, either directly from the river or by way of the backed-up sewers. In fact, the value of the property thus rendered worthless was greater than that carried away by the flood.

There have been floods and high waters several times since 1883, but none of these has caused serious injury, either to person or property. In 1884 United States engineers worked out a plan for deepening and straightening the channel of the Maumee River, and otherwise improving the harbor. As these improvements were made, the river was given a greater capacity for carrying off the surplus water. The advantages to shipping have been great, but no more important than the advantages that have accrued to the City of Toledo by rendering it immune to destructive floods.

CENTENNIAL CELEBRATION

July 4, 1876, was the one-hundredth anniversary of American independence. That day was observed in all the principal cities of the nation with more than ordinary Fourth of July ceremonies. In no city of the Union was the day celebrated in a more enthusiastic or appropriate manner than in Toledo. For weeks prior to the Fourth committees of arrangements were busy, selecting speakers, decorating the grounds on Monroe Street near the Milburn Wagon Works, etc. The citizens responded liberally to every demand and when the time arrived flags and bunting were to be seen on every hand. The day dawned bright and clear and at an early hour all the roads leading to Toledo were thronged with vehicles filled with people anxious to participate in the ceremonies. Railroads ran excursion trains, bringing many from a distance, and the crowd was estimated to be the largest ever seen in the city up to that time. The "Spirit of '76" was everywhere.

The ceremonies were ushered in with an artillery salute. Then the parade of six divisions, headed by a detachment of the city police, was formed under the direction of John E. Hunt, president of the day, and started for the grounds. Prominent features of the procession were Myers' Cadets, with their band and drum corps; the Walbridge Light Guards, with drum corps; the First Independent Ohio Battery; Milverstedt's Band; Knights Templars, in full dress uniform; the Grand Army of the Republic, the members of which wore the uniform of 1861-65; and more than a score of carriages, carrying the orators of the day, members of the Pioneer and Historical Society, etc.

As the procession started a number of steamboats lying at the wharves turned loose their whistles. Although the day was a holiday and the machinery in the factories was silent, steam had been kept up especially for the occasion and the

factory whistles added to the din. Upon arriving at the grounds, John E. Hunt delivered a short address of welcome. James M. Ritchie then read the Declaration of Independence. He was followed by Thomas Dunlap, Rev. W. W. Williams, Col. D. F. DeWolf and Gen. W. H. Gibson, who delivered patriotic speeches. R. M. Streeter, principal of the Toledo High School, read a "Centennial Ode," and Martin Friedberg spoke in German.

On July 4, 1922, forty-six years had elapsed since this memorable celebration. In these forty-six years Independence Day, though still observed as a holiday, has degenerated into a day of picnics, joy rides, dances, the senseless noise of fire crackers, etc. Now, when there is so much agitation for the restriction of immigration, to keep out "undesirables," and so many plans for the "Americanization" of the foreigners in our country, it is a matter of sincere regret to every true American, that there is not more of that real spirit of patriotism and loyalty manifested in Toledo on July 4, 1876.

DIXON'S MUSEUM

In the building at Nos. 44-48 St. Clair Street, Toledo has a collection of curios that is without a parallel in the country—perhaps in the entire world. This collection is the property of Charles N. Dixon, an eccentric individual well advanced in years, and is not open to the public. The owner admits no one unless introduced by one of his few trusted friends in the city. For many years the building in which this rare collection is housed, was known as "Dixon's Inn" and bore a rather unsavory reputation. Here, it is said, men and women of questionable character met to indulge in wassail, plan their escapades, robberies, and even worse crimes, though there is no evidence that the proprietor was ever an accessory.

When the Government put a stop to the liquor traffic, Mr. Dixon closed the "Inn" and has since lived the life of a recluse, having no companions except his faithful dog and an old crony or two, friends of by-gone years, who pay him an occasional visit. Mr. Dixon, a native of New York City, ran away from home at an early age and was taken to a farm in one of the far Western States, where he grew to manhood. There, as a youth, he began collecting queer Mexican hats and utensils, Indian relics, cowboy weapons, etc. Unable to overcome the longing for his boyhood city, he began working his way eastward, always keeping his collection with him. Upon reaching Toledo he decided to stop there. He has prospered and is the owner of several valuable pieces of property in addition to the "Inn." He never lost an opportunity to add to his museum. In the collection are weapons of all kinds, including many from the South Sea Islands; the old stone face unearthed many years ago while excavating for the Monroe Street sewer, presumably a relic of the Mound Builders; rare specimens of coins and paper money, in which almost every nation on the globe is represented; skeletons of prehistoric animals; skulls of various human races; fine examples of the taxidermist's art; burglars' tools; curious mechanical clocks, etc.

Some of the relics are rather gruesome, but each one has its historic or scientific value. Connoisseurs have estimated that the collection could not be duplicated for much less than a million dollars, though it cost its owner less than one-tenth of that sum. One of the professors of the University of Toledo has repeatedly tried to induce Mr. Dixon to leave the collection to that institution as his memorial, but he has steadfastly refused to "give it away."

THE FIRE OF JANUARY, 1894

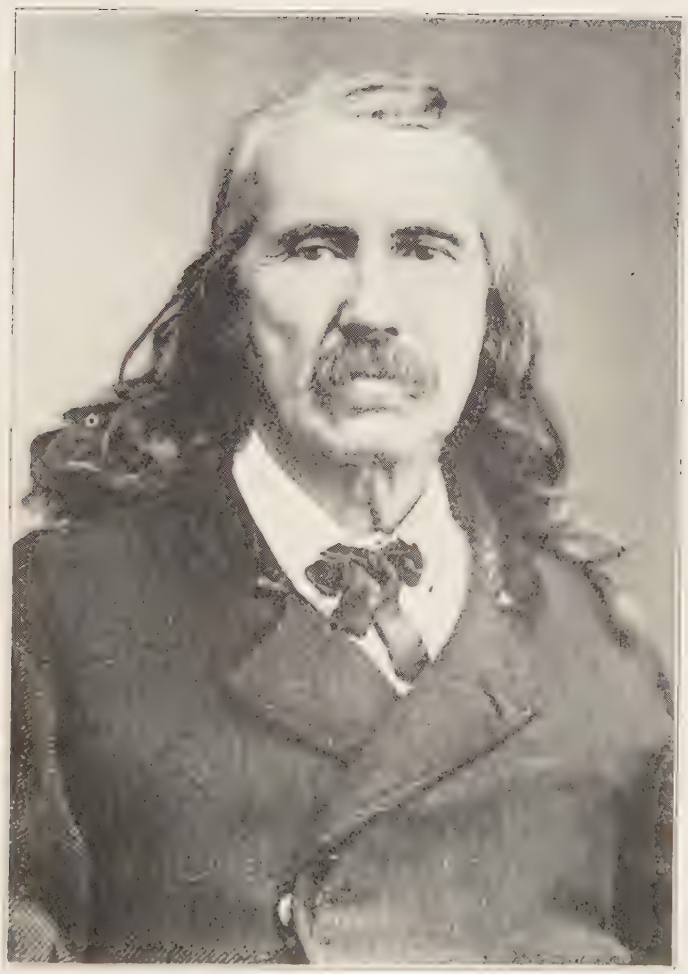
Toledo was full of thrills during the evening and night of January 3, 1894. About 6 o'clock, in the top of Quale's elevator, standing at the foot of Madison Street on the right, fire was discovered. Intense work by the fire department failed to control it, and it was soon extended by an explosion. The elevator, having a capacity of 100,000 bushels, was full of grain. The fire quickly communicated to King's elevator across Water Street, also full of grain, and with a similar capacity, and spread until there were consumed all the corners of Madison and Water and both corners of Madison and Summit, now occupied by the Waldorf Hotel and the Chamber of Commerce building. Down Summit the fire extended to the building now occupied by The Daudt Glass & Crockery Company, whose fire wall stopped it. On the opposite side of Summit Street buildings were badly damaged, right and left, by heat and otherwise, the damage being particularly severe down the street to and including No. 223, occupied at present by The Judd-Gross-Jordan Company, jewelers. On the southwest corner of Madison and Summit stood the pride of the city from an architectural standpoint, the five story mansard-roofed Chamber of Commerce, erected in 1870. This was the leading office and business building in the city, with every room occupied. It had lately been partially rebuilt and remodeled and was then owned by the late T. P. Brown. Its basement was occupied by the main offices of The Western Union Telegraph Company. The building immediately south on Summit was the Wonderland theatre, filled with curiosities of all sorts, living and otherwise. From its situation and character of combustible material the fire was very spectacular. It occurred at a time when all the people were awake. Early in its progress the line affording an opportunity to sound a general alarm was severed. The alarm was then given by the wife of the janitor of the Central High School building, who climbed into the cupola of the building, tapping 4-11-44 on the bell with a hammer. The situation became so intense because of popular excitement that it was necessary to call out the Sixteenth regiment of militia whose companies patrolled the streets all night. Before midnight two other fires occurred, one from crossed wires and one on Twelfth street and evidently incendiary. These added to the general confusion and excitement. The King block north on Water Street beyond the elevator, which contained some important business houses, was also destroyed. Probably never anywhere did a fire department work more heroically and sacrificingly than on this occasion and to its excellent work is due the fact that the city was saved, for until near midnight the fire was aggravated by a strong wind. Capt. James Fraser lost his life; his body was consumed in King's elevator. The exertions of Chief Wall and Assistant Chief Mayo were so severe that each was prostrated and many of the firemen received severe cuts, bruises and sprains. The fire wiped out the last relics of canal days existing in the center of the city. Quale's elevator was built in 1832 and King's in 1848, afterwards remodeled. These were steam-operating and were specially adapted to canal traffic.

THE IMMORTAL J. N.

No history of Toledo would be complete without some reference to a late frequenter of its streets known all through the middle west as the "Immortal J. N.," a title which was self-conferred. This "immortal" was J. N. Free. No character in

Ohio was better known generally in northwestern Ohio during the last third of the nineteenth century. He was born near the little village of McCutchenville, fourteen miles west of Bucyrus, of well to do and intelligent people, his father being a teacher who wielded a great influence in the early school history of northwestern Ohio. It was a home of culture, with the equipment of a very pretentious library, and the son was carefully reared and educated. When gold was discovered in 1848, young Free, who had already made a reputation for oratorical and literary ability, was among those who crossed the plains, reaching California in 1849. There he was very successful. He lost, however, all of his accumulations in a great fire which destroyed the then city of Marysville, Calif., in 1852. This disaster affected his mind. He soon returned to the states, his mental aberration taking the fancy that he was "the Demosthenes of America," charged with a special mission to reveal the truth. He was, when at his best, a fine speaker —a successful debater and orator, with a striking personality. Thereafter, for more than forty years, he moved about the state, from county seat to county seat, making the acquaintance of all the leading men. Arriving in a county seat town, the first place visited would be a newspaper office where he would prepare an announcement generally of this tenor: "The Immortal J. N. reached town this morning. Tonight at the courthouse he will lift the veil and marshal the forces to relieve the pressure." The lecture seldom materialized, however. During the Civil war he held to the notion that Lincoln and Davis were both right on the war "viewed from their standpoints." He announced that "the Immortal J. N." would become a "martyr for the truth," holding the theory that if he were confined in a dungeon such a light would break upon these magnates that the war would come to an end, his confinement being indispensable to such a result. He so followed the sheriff of Seneca County with a demand that he be confined for this purpose that at last his desire was granted, and from his cell he bombarded the newspapers of the state with his views. He would not permit the sheriff to release him unless the officers and the Tiffin papers should acknowledge the correctness of his theory. They had to make this concession in order to get him out. He then made his way to Washington, where an interview with Lincoln was had, the harrassed president being entertained by the quaintness and eccentricities of his visitor. From Washington he went to Richmond, getting through the pickets and dodging the lines of guards until he reached the capital of the Confederacy. There he was confined as a Yankee spy until it was discovered that his madness had nothing mischievous about it. His unique and queer ways triumphed over the suspicions of the Confederates and at last he was accorded an interview with Davis to whom, he unfolded his theory. He was then allowed to return through the lines, believing that he had made converts of both Lincoln and Davis.

Until prevented by the passage of the Interstate Commerce law he was given passes on practically all of the railroads of the central west. A story was prevalent throughout the territory frequented by him that early in his career as a revealer of the truth, a hotelkeeper, impressed by his grandiloquent manner and dignity of carriage, said he would "throw off" half of the hotel bill, whereupon the "Immortal" said that he would not be outdone in generosity by any tavern-keeper, wherefore he would "throw off" the other half. In fact, no hotel expected to be paid for his entertainment. With great assurance he would register at a hotel, accept of its accommodations, and walk out with no reference to an obligation to



J. N. FREE
("The Immortal J. N.")

pay. He was a good speaker, but was unable to keep to a subject and his lectures, when he occasionally deigned to deliver them, were made up of singular expressions and strange thoughts, although he had once possessed, obviously, the arts of literary address. It was a favorite expression of his that "I made a moving speech last night. When I began all of the seats were full. When I finished no one was left but the janitor." Every one who knew him had a great deal of sympathy for him, for he was of a kindly nature, and he was never refused hospitality. He had a singularly comprehensive memory for names and faces. Once seen and known by him, a person would be readily recognized in any distant part of the country, even after a great lapse of time, and hailed by his right name. His quaint personality was a familiar sight on the streets of Toledo for years and likewise in most of the county seats of northwestern Ohio. A newspaper man who knew him well for years thus describes him: "He was over six feet tall, straight as an arrow, with black, straight hair falling to his shoulders, which were massive. His carriage was erect and he possessed small, searching eyes which seemed to be black; great, shaggy black eyebrows and an eagle-beak of a nose. He always wore a black slouch hat, a string bow tie, and presented a professional and shabby genteel appearance, with a very dignified bearing."

Other accounts, but apocryphal, have been given of Mr. Free's insanity, one that he had been crossed in love, and another that reason had departed upon the discovery that a client he had successfully defended from a murder charge was actually guilty. In March, 1906, his condition made necessary a formal finding of insanity and he was committed to the Toledo Hospital. In less than three months he died. The date of his birth is uncertain. It is believed to have been in 1828, and that he died in his 78th year.

POST OFFICE ROBBERY OF 1921

On the morning of February 17, 1921, the city was startled by the news that the post office had been robbed of valuable mail. Shortly after midnight two postal employes were held up on the "dock" or the Fourteenth Street side of the post office while unloading a truck of mail just arrived from the east. It transpired that five men were in the attacking party, with a sixth in an automobile, and that there were obtained by the robbers six lock-pouches of registered matter and four bags of ordinary mail. The men in charge were ordered to throw up their hands and lie face downward on the dock while the robbery was accomplished, the bags being quickly loaded in the automobile which was driven off in the direction of Madison Avenue. The next morning the car, a Studebaker belonging to a citizen living on Rockingham Street, was found standing in Bates Road, a street off of Collingwood Avenue, above Central. The government's loss was about $900,000 of Liberty Bonds, and something like $30,000 of new currency, besides many valuable registered packages consigned to individuals, the bonds and currency going to local banks. Ultimately, about $200,000 in bonds and currency were recovered by the government, and to a large extent its loss was further curtailed by holding up the redemption of the bonds whose numbers had been preserved, the banks throughout the country being notified that they were not collectible. The automobile employed was discovered to have been stolen from a public garage on Collingwood Avenue on the night of February 15, where shortly after midnight several men held up the

garage employes, binding them with wire, and, after spending some time trying to start a Marmon car, finally stealing and driving off with the Studebaker in question. At an early session of the April term of the Federal court, following, twenty-five persons were indicted in two cases, one for conspiracy and the other for the robbery in question, six as principals, and the rest as confederates, either before or after the fact, and in May a trial was had of many of those who had already been apprehended, including, in fact, four of the six principals. The trial was on the conspiracy indictment and resulted in the conviction of Joseph Urbaytis, Charles Schultz, James Sansone, George L. Rogers, Walter Foote, Harry Thrush, Edwin G. Zellick, Helen Furrier, Emma Marvin, and Pearl Sommers, the first four being identified as participants in the robbery. Several defendants were acquitted, and others were used as witnesses for the government. Urbaytis, Schultz and Sansone were convicted on seven counts for conspiracy and Rogers on six, Zellick on one, Helen Furrier, Emma Marvin and Walter Foote on five each, Wanda Urbaytis on seven, Pearl Sommers on four. Sentences were deferred until the principal case should have been tried. But on Labor Day, 1921, Urbaytis, Schultz and Rogers made their escape from the county jail, for suffering which two jailers were subsequently convicted in Federal court. Later Schultz and Rogers were recaptured. These men pleaded guilty to the second indictment, and, later, Edward O'Brien, one of the principals, was captured in Los Angeles and James Colson, the last of the six, was arrested in Davenport, Iowa. In May, 1923, O'Brien and Colson were tried on the principal charge, and convicted on eleven counts. Sentences were imposed as follows: Helen Furrier, seven years; Emma Marvin, five years, these two to be confined in the penitentiary at Moundsville, W. Va.; Pearl Sommers, four years, four days, to be served at an institution for young women at Rockwell City, Iowa; Walter Foote, five years, three days; Harry Thrush, six years, six months, and Edwin G. Zellick, eighteen months, to be served at Leavenworth penitentiary, Kansas; Charles Schultz, forty years; James Sansone, thirty-nine years, and George Rogers, sixty-seven years, to be confined in the penitentiary at Moundsville, W. Va.; Eddie O'Brien and James Colson, fifty years each, to be served at McNeill's Island, Wash.

The developments of the principal case disclosed that Wanda Urbaytis, a sister of Joseph Urbaytis, had proceeded to Chicago a few days after the robbery, carrying with her $90,000 of the stolen bonds, meeting at Englewood a priest by the name of Anthony Gorek, who formerly had been an assistant priest in Toledo. Gorek received the bonds, negotiated the sale of a few of them, burying the rest. From him these were recovered. As a result of this discovery, these parties were separately indicted, the case being consolidated with the conspiracy case on trial: Wanda Urbaytis, Anthony Gorek, John Paulek, Stanley Bartnikowski, Albert Murzyn, and John J. Epps, the last four being taken as purchasers of the bonds with knowledge. The priest Gorek became a witness for the government. Epps was acquitted, Wanda Urbaytis was convicted and was sentenced to seven years and three months in the penitentiary at Moundsville, and the other defendants, pleading guilty, receiving consideration in brief imprisonment sentences. The defendants who helped the government with their testimony having remained in jail for extensive periods, the priest for nine months, were given an hour in the custody of the marshal as a final punishment. At the date of this writing the prisoner Joseph Urbaytis had not yet been recaptured.

An interesting development of the investigation was the fact that the post office had been "marked" for robbery by another gang of desperadoes from New York, whose assault was anticipated by a very few days by the crowd actually accomplishing the result. The first clue to the identity of the robbers came through the use of some of the new currency which was of different issues, some of it from the Federal Reserve Bank of Cleveland. The serial numbers of the Federal Reserve notes had been retained by the bank and when some of them appeared in circulation it became a matter of a short time to trace them to the thieves. The robbery would have been attempted on the previous night had the robbers not been delayed in trying to start the Marmon car they had attempted to steal from the garage. They drove to the post office in the Studebaker to find the mail they were after had already been taken in. One of the robbers has said that in passing the corner of Jefferson and Fourteenth on this occasion the "marker" was recognized for the other or New York gang, being there to familiarize himself with the customs of the postal employes. Had the robbery occurred as planned, the government's loss would have been trifling. Two of the parties very deeply implicated were surrendered without trial to other states; one of them, Ladell, being convicted in Michigan of murder in the first degree.

CHAPTER XXXVII

STATISTICAL REVIEW

COUNTY POPULATION SINCE 1840—POPULATION BY TOWNSHIPS—TOLEDO CENSUS SINCE 1840—PRESIDENTIAL VOTE—OFFICIAL ROSTER—LIST OF COUNTY OFFICERS FROM 1835 TO 1922—IN THE LEGISLATURE—SENATORS—REPRESENTATIVES.

Only a little more than a century has elapsed since the first permanent white settlements in the lower Maumee Valley were established. The purpose of this chapter is to review the progress of Toledo and Lucas County since that time. Statistics are not always entertaining, but frequently facts relating to a community's development can be stated more concisely in figures than in any other way. And by comparing some of the earliest available statistics with those of the present day, the story of the county and city's growth is briefly and accurately told.

POPULATION

Lucas County was created in June, 1835, and the first United States census after the county was organized was taken in 1840. The increase in the number of inhabitants since then, as shown by the census reports, has been as follows:

1840	9,382
1850	12,363
1860	25,831
1870	46,722
1880	67,377
1890	102,296
1900	153,559
1910	192,728
1920	275,721

From this table it will be seen that the greatest proportionate increase in any decade was from 1850 to 1860, when it was nearly 110 per cent. This was due chiefly to the opening of the canals in the later '40s, which brought better transportation facilities and encouraged immigration. In no other ten-year period since the organization of the county did the number of inhabitants double—or increase 100 per cent. Although the population of the county as a whole has shown a constant steady growth, there has been a slight decrease in that of some of the townships, as may be seen in the following table. In this table the village population is included in that of the townships in which they are situated:

Township	1900	1910	1920
Adams	2,090	2,635	4,735
Jerusalem	1,581	1,431	1,297
Monclova	1,031	1,043	991
Oregon	2,702	2,568	3,500
Providence	1,270	1,217	1,147
Richfield	1,136	1,029	1,036
Spencer	769	802	817
Springfield	953	1,176	1,415
Swanton	837	851	875
Sylvania	1,887	2,220	3,141
Washington	3,449	4,798	8,440
Waterville	2,176	2,154	1,968
Waynesfield	1,856	2,307	3,195
City of Toledo	131,822	168,497	243,164
Total	153,559	192,728	275,721

TOLEDO CENSUS

Toledo was incorporated as a city on January 7, 1837. Some of the more enthusiastic "boosters" estimated the population then at 2,500. Others, more conservative, thought it might reach 1,000. The first official census after the incorporation was that of 1840, when the city was three years old. Since then the growth of the city by decades, as shown by the United States census reports, is given in the following table:

1840	1,222
1850	3,829
1860	12,768
1870	31,584
1880	50,137
1890	81,434
1900	131,822
1910	168,497
1920	243,164

It will be noticed that in three of the ten-year periods—from 1840 to 1850, from 1850 to 1860, and from 1860 to 1870—the increase was considerably more than 100 per cent. The greatest increase is seen in the decade from 1850 to 1860, when it was nearly 240 per cent. The smallest proportionate increase was from 1900 to 1910, when it was only 27.8 per cent. According to the census of 1920, Toledo is the third city of the United States in the percentage of homes owned by the residents. Des Moines, Iowa, leads the list with 51.1 per cent; Grand Rapids, Michigan, stands second with 50.2 per cent; and Toledo comes third with 49.4 per cent. (For other statistics relating to Toledo see the closing paragraphs of Chapter XVIII).

PRESIDENTIAL VOTE

Lucas County, as a separate political subdivision, participated in the presidential election of 1836—the first time in the county's history. The writer has been unable to find the returns of that election, so far as the county vote is concerned. As a matter of fact, local issues at that time overshadowed the national campaign. The echoes of the boundary dispute had not entirely died away; the rivalry of Toledo, Maumee City and Manhattan for the terminus of the canal; and the contest for the location of the county seat furnished so many topics for discussion that the presidential election was of secondary importance. By 1840 party lines were more clearly defined, local questions had been settled for the time being, and more attention was given to national issues.

In the subjoined table is given the vote for the principal party candidates for President and Vice President at each election since 1840. More than two parties were represented in a number of these elections. For example: Martin Van Buren received 327 votes in the county for President in 1848; Hale and Julian, the anti-slavery candidates, received 86 votes in 1852; Fillmore and Donelson, the American or Know Nothing candidates in 1856 received a few votes in the county; the same is true of Cooper and Cary, the Greenback candidates, in 1876; Weaver and Field, the Populist candidates, received considerable support in 1892; the Socialists and Prohibitionists nominated candidates in a number of the campaigns. With much labor, and after many difficulties, the vote for the leading party candidates was compiled. The "scattering" votes could not always be accurately ascertained and they have been omitted, except in a few elections. In the table the letters in parentheses after the names of the candidates indicate the parties, to wit: (D) Democrat, (W) Whig, (R) Republican, (P) Progressive, (S) Socialist, (U) Union:

1840—Van Buren and Johnson (D)	650
Harrison and Tyler (W)	1,065
1844—Polk and Dallas (D)	789
Clay and Frelinghuysen (W)	1,069
1848—Taylor and Fillmore (W)	1,298
Cass and Butler (D)	1,197
1852—Scott and Graham (W)	1,656
Pierce and King (D)	1,689
1856—Buchanan and Breckinridge (D)	1,866
Fremont and Dayton (R)	1,639
1860—Lincoln and Hamlin (R)	2,889
Douglas and Johnson (D)	1,716
Breckinridge and Lane (D)	83
Bell and Everett (U)	131
1864—Lincoln and Johnson (R)	3,800
McClellan and Pendleton (D)	2,095
1868—Grant and Colfax (R)	4,494
Seymour and Blair (D)	2,762
1872—Grant and Wilson (R)	5,108
Greeley and Brown (D)	2,833

1876—Hayes and Wheeler (R)	6,524
Tilden and Hendricks (D)	5,155
1880—Garfield and Arthur (R)	7,157
Hancock and English (D)	5,085
1884—Blaine and Logan (R)	8,314
Cleveland and Hendricks (D)	7,387
1888—Harrison and Morton (R)	9,443
Cleveland and Thurman (D)	8,638
1892—Harrison and Reid (R)	11,211
Cleveland and Stevenson (D)	9,860
1896—McKinley and Hobart (R)	16,758
Bryan and Sewall (D)	13,684
1900—McKinley and Roosevelt (R)	17,128
Bryan and Stevenson (D)	15,390
1904—Roosevelt and Fairbanks (R)	22,024
Parker and Davis (D)	8,259
1908—Taft and Sherman (R)	18,715
Bryan and Kern (D)	16,208
1912—Taft and Butler (R)	5,622
Wilson and Marshall (D)	13,999
Roosevelt and Johnson (P)	12,442
Debs and Harriman (S)	5,163
1916—Hughes and Fairbanks (R)	16,711
Wilson and Marshall (D)	30,779
Benson and Kirkpatrick (S)	3,000
1920—Harding and Coolidge (R)	52,449
Cox and Roosevelt (D)	30,456
Debs and Sherman (S)	5,782

OFFICIAL ROSTER

Following is a list of the principal county officers of Lucas County from its organization in 1835 to the election of 1920. In the preparation of this list the official records were consulted as far as possible. Some of the early records were not accessible and in such cases the information was obtained from other sources, regarded as reliable. The date following each name is that of the year when the official was elected or entered upon the duties of the office. For many years county officers were elected at the state elections in the odd numbered years. In changing the time of election, the term of some of the officers were extended and it is possible that, in a few instances, the date given is incorrect. But the list is believed to be as correct as can be prepared, in the absence of official data on the subject.

Clerks of Court—Dr. Horatio Conant, 1835 (resigned in the spring of 1837 and the office for the remainder of that year was filled by Daniel McBain and James Myers); Jerome B. Myers, elected in 1837; James Myers, 1841; Francis I. Nichols, 1844; Dennison Steele, 1847; Francis I. Nichols, 1854; Peleg T. Clark, 1857; Victor Keen, 1863; Michael J. Enright, 1872; Romanso C. Quiggle, 1881; John P. Bronson, 1887; Leroy E. Clark, 1893; Jacob M. Weier, 1899; Edward L

Kimes, 1904 (resigned in August, 1906, and Wellington F. Huntsman was appointed); Wellington F. Huntsman, 1906; John T. Kelley, 1912 (reëlected in 1914, but died before the expiration of his second term and William F. Renz was appointed); William F. Renz, 1916; Michael Shea, 1918 (died before being qualified and Renz served the entire term); Wellington T. Huntsman, 1920, reëlected in 1922.

Auditors—Samuel F. Young, 1835; Levi S. Lownsbury, 1838; Uriel Spencer, 1843; William F. Dewey, 1845; Andrew Young, 1852; Cyrus H. Coy, 1855; Cyrus D. Hanks, 1857; Charles R. Dennett, 1859 (by appointment); Alexander Reed, 1859; James L. Smith, 1863; Elijah W. Lenderson, 1869; Gustave Wittstein, 1874; John Paul Jones, 1876; Walter Pickens, 1881; Charles A. C. Vordtriede, 1884; Michael J. Cooney, 1887 (by appointment); Charles A. C. Vordtriede, 1887; Charles H. Jones, 1890; William M. Godfrey, 1896; David T. Davies, 1902; Charles J. Sanzenbacher, 1908; Gabe Cooper, 1914 (reëlected in 1920); George A. Kratt, 1922.

Sheriffs—Munson H. Daniels, 1835; Cornelius G. Shaw, 1837; Elisha S. Frost, 1841; Luther Dodge, 1845; Elisha Mack, 1847; Elijah Dodd, 1851; Stephen J. Springer, 1855; Henry D. Kingsbury, 1857; Nathan M. Landis, 1861; Henry D. Kingsbury, 1865; Patrick H. Dowling, 1869; Albert Moore, 1873; Samuel S. Linton, 1877; Albert Moore, 1879; John S. Harbeck, Jr., 1881; Benjamin F. Wade, 1885; Wilson W. Cullison, 1887; John S. Harbeck, Jr., 1888; John B. Stuart, 1890; Charles E. Tual, 1892; Charles Stager, 1896; John V. Newton, 1898; Sereno B. Chambers, 1902; John C. Newton, 1908; Sereno B. Chambers, 1910; John Jackman, 1912; Robert S. Gardner, 1914; John Mathias, 1918; John T. Taylor, 1920, reëlected 1922.

Treasurers—Eli Hubbard, 1835; Sanford L. Collins, 1836; Daniel McBain, 1838; John U. Pease, 1839; Frederick E. Kirtland, 1843; Lyman Parcher, 1847; John E. Hunt, 1851; Cyrus H. Coy, 1853; Benjamin Joy, 1855; Samuel Blanchard, 1857; Valentine Braun, 1859; Ernest Greiner, 1863; Andrew Stephan, 1867; John S. Kountz, 1871; Robert Cummings, 1873; William Cummings, 1875; Elijah B. Hall, 1877; John W. Toullerton, 1879; Joel W. Kelsey, 1881; Foster R. Warren, 1883; Horace J. Potter, 1885; Samuel A. Hunter, 1889; William V. McMaken, 1893; Joseph L. Yost, 1897; Peter Parker, 1901; Thomas Biddle, 1904; H. M. Barfield, 1908; John V. Newton, 1912; Clarence Conlisk, 1914; Lloyd W. Howard, 1918; Claude C. Kilbury, 1920, reëlected 1922.

Recorders—Frederick Wright, 1835; Junius Flagg, 1837; Horace Thacher, 1847; Thomas Brophy, 1853; Jonathan Wynn, 1859; Josiah W. White, 1865; John S. Kountz, 1874; Isaac Head, 1877; William W. Alcorn, 1880; Charles J. Kirschner, 1883; William V. McMaken, 1886; August F. Wendt, 1890; Thomas H. Barkdull, 1896; George E. Hamlin, 1900; Charles E. Myers, 1906; John Jackman, 1910; Langdon Kumler, 1912; Burge Richardson, 1914 (died in office and William M. Dean appointed); William M. Dean, 1916; William E. Wells, 1918; Arthur D. Hill, 1920, reëlected 1922.

Surveyors—Samuel Divine, 1835; William Martin, 1837; Daniel L. Westcott, 1846; Henry J. Vaughn, 1849; Thomas Clark, 1851; Don A. Pease, 1854; William H. Harris, 1856; Elijah W. Lenderson, 1859; John B. Marston, 1868; Jerome L. Stratton, 1871; Charles L. Shoemaker, 1877; Samuel Bement, 1880; George Meissner, 1883; Henry W. Wilhelm, 1886; Joseph Hoffman, 1892;

Charles H. Webster, 1898; Joseph Hoffman, 1904; John B. Marston, 1908; Arthur J. Hatch, 1910; Cecil J. Rood, 1914; Charles L. Sawyer, 1920, reëlected 1922.

Prosecuting Attorneys—Andrew Coffinbury, 1836; John Fitch, 1836; Caleb F. Abbott, 1839; James M. Coffinbury, 1843; Thomas Dunlap, Jr., 1845; William H. Hall, 1847; John J. Manor, 1851; Ira E. Lee, 1857; George P. Este, 1859; Reuben C. Lemmon, 1861; George R. Haynes, 1863; J. Kent Hamilton, 1867; Joseph D. Ford, 1871; Morgan N. Odell, 1877; Charles L. Kennedy, 1879; Ezra S. Dodd, 1881; James H. Southard, 1884; Jason A. Barber, 1890; Charles E. Sumner, 1896; William G. Ulery, 1902; L. W. Wackenheimer, 1904; Holland C. Webster, 1908; Charles M. Milroy, 1912; John C. D'Alton, 1914; Allen J. Seney, 1918; Roy R. Stuart, 1920, reëlected 1922.

Probate Judges—The office of probate judge was created by the constitution of 1851 and provision was made for the election of a judge in each county of the state in 1852. Lucas County's probate judges have been as follows: Charles I. Scott, 1852; Horace Thacher, 1855; Thomas Dunlap, 1858; Fred A. Jones, 1861; David R. Austin, 1873; Isaac R. Sherwood, 1879; Joseph W. Cummings, 1885; Irwin I. Millard, 1891; Richard Waite, 1902; Horace A. Merrill, 1906; O'Brien O'Donnell, 1908—still in office in 1922. (See also the chapter on Bench and Bar.)

County Commissioners—The history of the board of county commissioners begins with the first meeting, held on September 14, 1835. John Baldwin, Robert Gower and Cyrus Holloway had been appointed commissioners by the court and the length of their respective terms was so adjusted that for many years one commissioner was elected annually. On a few occasions, in case of a vacancy, two commissioners would be elected at the same time. In the following list the names of those elected annually up to 1906 are given. After that date the names of all three commissioners are given each year at the September meeting, when the annual organization of the board takes place. Samuel Bartlett, 1835; William P. Daniels, 1836; Eli Hubbard, 1837; John Van Fleet, 1838; David Hobart, 1839; Alfred C. Hough, 1841; Horace Waite, 1842; Galen B. Abell, 1843; Lyman Parcher, 1844; Pliny Lathrop, 1845; Lorenzo L. Morehouse, 1846; Daniel Knowles, 1847; Stephen Haughton, 1848; Samuel Divine, 1849; Robert A. Forsyth, 1850; Peter C. Lewis, 1851; William F. Dewey, 1852; Alfred J. Eldridge, 1853; Joel W. Kelsey, 1854; Daniel F. Cook and Sereno C. Brainard, 1855; Daniel Segur, 1856; Edward Bissell, 1857; William Taylor, 1858; Galen Norton, 1859; Samuel A. Raymond, 1860; Daniel F. Cook, 1862; Paul Jones, 1863; George W. Reynolds, 1865; Edwin Gordinier, 1867; Thomas S. Merrell and Jesse S. Norton, 1868; E. W. Lenderson, 1870; Edwin Gordinier, 1873; Lucius Raab, 1874; Patrick Dowling, 1875; Henry C. Ely, 1876; W. C. Cheney and James Coyle, 1877; J. E. Wilcox, 1878; James Coyle, 1880; Justus McDonald and Ignace Wernert, 1881; F. R. Warren, 1882; John Ryan, 1883; James Coyle and John Bladen, 1884; Luther C. Gibbs, 1885; John Ryan, 1886; Warren W. Cooke, 1887; Jacob Engelhardt, 1888; John L. Pray, 1889; Philip Hassenzahl, Jr., 1893; John V. Newton, 1894; Oscar M. Boyer, 1895; John B. Wright, 1897; Henry Conrad, 1899; John B. Kerr, 1900; Loren B. Bailey, 1901; Frank Wortsmith, 1902; Henry F. Van Fleet, 1906.

It will be noticed in the above list that occasionally a year is passed in which there was apparently no commissioner elected—from 1889 to 1893, for example. In such cases there was no change in the board in the intervening years, com-

RESIDENCE OF GEN. JOHN E. HUNT, TAKEN DURING THE CIVIL WAR

Erected on the site now occupied by the Secor Hotel, and facing Jefferson Ave., General and Mrs. Hunt on the portico. General Hunt was one of the most active and influential citizens of Lucas County for forty years. He was born at Fort Wayne (within the fort) April 11, 1798. His father, an officer of the regular army, participated in the battle of Lexington, and was wounded at Bunker Hill. The son came to Maumee in 1816, removing to Toledo in 1853. He was the first senator from this district and a member of the State Constitutional Convention of 1850-51. Afterwards he was treasurer of Lucas County, and for eight years postmaster of Toledo. He was also Major General in the Ohio Militia. General Hunt died July 22, 1877. The other man shown is Denison B. Smith, son-in-law of General Hunt, and for many years Secretary of the Produce Exchange, and one of the most active and influential members for many years of Trinity Episcopal Church, for more than forty years Senior Warden.

missioners holding by reëlection. Since 1906 the board, as shown by the organization records, has been constituted as follows:

1907—Loren B. Bailey, Henry F. Van Fleet and Frank Wortsmith. No change was made during the year 1908.

1909—Roy E. Davis, Charles J. Romeis and John A. Shaw. This board continued during the years 1910, 1911 and 1912.

1913—Roy E. Davis, Charles J. Romeis and Frank W. Westfall. No change in the board in 1914.

1915—A. W. Bick, C. W. Counter and John F. Kumler.

1916—A. W. Bick, C. W. Counter and J. F. Mathias.

1917—A. W. Bick, C. W. Counter and A. A. Reilly. This board continued during the year 1918.

1919—C. W. Counter, William M. Dean and John Jackman. No change was made in the personnel of the board in 1920.

1921 and 1922—Roy E. Davis, R. E. Farnsworth and John Jackman.

Coroners—Lucas County's first coroner was chosen in 1837. Since then the office has been held by the following: Daniel Cole, 1837; David Garlick, 1839; Eli Kitts, 1841; John Hamilton, 1843; Edwin Avery, 1845; George D. Treat, 1849; John G. Kemme, 1851; Michael Schoenecker, 1853; Valentine Braun, 1857; Alfred Bostwick, 1858; Symmes H. Bergen, 1860; Marcus Schnetzler, 1865; Jabez M. Cooke, 1867; George A. Collamore, 1871; Samuel S. Thorn, 1875; H. D. Chamberlin, 1877; Charles Hohly, 1879; George A. Hollister, 1883; Wilson W. Cullison, 1885; Charles F. Roulet, 1887; Seth W. Beckwith, 1891; Charles J. Henzler, 1895; Christian Storz, 1901; Charles A. Faber, 1904; Charles J. Henzler, 1908; Walter H. Hartung, 1916; Charles J. Henzler, 1920, reëlected in 1922.

IN THE LEGISLATURE

For some time after Lucas County was established, it was attached to other counties to form a senatorial district. The same was true regarding members of the house of representatives in the General Assembly. The senator or representative from these districts was not always from Lucas County. It has been somewhat difficult to compile a list of the members of the General Assembly elected from Lucas County, but it is believed that the following is as correct as can be ascertained from the records accessible. In this list the year in which each senator or representative was elected is given. Where one served two or more terms the fact is indicated in parentheses, and where a lapse of several years occurs the member was from some other county in the district.

Senators—John E. Hunt, 1835; John Patterson, 1837; John E. Hunt, 1839; Dr. Jacob Clark, 1841; Lyman Parcher, 1846; James Myers, 1848 (two terms); Samuel H. Steedman, 1854; James C. Hall, 1864 (two terms); Charles A. King, 1868; Emery D. Potter, Sr., 1872 (two terms); Theophilus P. Brown, 1876; James B. Steedman, 1878; William H. McLyman, 1884; Ezra S. Dodd, 1886; John Ryan, 1890; William G. Leet, 1896; Adam Schafer, 1898; George C. Dunham, 1900 (two terms); L. L. H. Austin, 1904; Sylvester Lamb, 1906; Carl H. Keller, 1908; U. S. Grant Deaton, 1910; Frank Hillenkamp, 1912.

Under the new constitution of 1912, Lucas County is sometimes entitled to elect two senators and in other years only one. Those who have been elected

to the state senate since the constitution went into effect have been as follows: Edwin J. Lynch, 1914; Clarence A. Benedict and George J. Snyder, 1916; Edward N. Mettler, 1918; Thomas L. Gifford, 1920; Thomas L. Gifford and W. W. Farnsworth, 1922.

Representatives—George B. Way, 1840; Lyman Parcher, 1845; Emery D. Potter, Sr., 1847; Freeborn Potter, 1848; Morrison R. Waite, 1849; Samuel H. Steedman, 1850; Lucien B. Lathrop, 1852; Samuel Durgin, 1854 (two terms); Samuel A. Raymond, 1858; Dennison Steele, 1860; James Myers, 1862; Lorenzo L. Morehouse, 1864; John A. Chase, 1866; John Sinclair, 1868; Wilson W. Griffith, 1870; Guido Marx and Russell C. Thompson, 1872 (both reëlected in 1874); Conrad Huberich and Russell C. Thompson, 1876; James C. Messer, 1877 (to fill the vacancy caused by the death of Mr. Thompson); Harvey Kellogg and David B. Sturgeon, 1878; Charles B. Holloway and N. M. Howard, 1880; Henry Kahlo and Noah H. Swayne, Jr., 1882; William Beatty and Edward Malone, 1884; Orville H. Brumback and John H. Puck, 1886; Charles P. Griffin and James C. Messer, 1888 (both reëlected in 1890); Charles P. Griffin, Charles A. Flickinger and Oliver P. Heller, 1894; Carl H. Beckham, Christian Schneider and Jonas Stanbery, 1896; John C. MacBroom and Frank B. Niles, 1898; George Demuth and Charles P. Griffin, 1900; George Demuth, Ulysses G. Denman, Harold W. Fraser and John C. Jones, 1902; George A. Bassett, Charles Farner, John C. Jones and Louis H. Payne, 1904; George A. Bassett, Frank Hillenkamp, D. J. O'Rourke and Louis H. Payne, 1906; Myer Geleerd, John Paul Jones and Cornell Schreiber, 1908; William T. Colter, Myer Geleerd and Frank Hillenkamp, 1910; William T. Colter, Lawrence F. Conway, Warren J. Duffey and James Nye, 1912; Clarence A. Benedict, William E. Entemann, Joseph O. Eppstein and Harry S. Fox, 1914; Otto W. Brach, William E. Entemann, Henry Evans and Robert B. Pugh, 1916 (all reëlected in 1918); Harold J. Brummitt, Leroy W. Hunt, William J. Prange and Homer A. Ramey, 1920; Homer A. Ramey, William J. Prange, Lulu T. Gleason, Leroy W. Hunt and Fred Mery, 1922.

CHAPTER XXXVIII

A CHRONOLOGICAL SUMMARY

DATES IMPORTANT IN THE STUDY OF HISTORY—THEIR RELATION TO EACH OTHER—AN ILLUSTRATION—THE SUMMARY—WHY IT HAS BEEN COMPILED.

Dates constitute an important feature in the study of history. And it is well to bear in mind that each event is but a link in the great chain of evolution—the effect of something which went before and the cause of something which came after. Any date standing alone may appear to have but little significance. For example: The bare statement that the Hudson's Bay Company was chartered on May 2, 1670, may seem to have no connection whatever with the history of Toledo and Lucas County. But the agents and factors of that company came into the Maumee Valley before the close of the Seventeenth Century to trade with the Indians. After the Revolutionary war, loath to give up the profits of the fur trade and supported by the British Government, the influence of this company aided in bringing on the Indian wars that culminated in General Wayne's great victory in the battle of Fallen Timbers.

As a conclusion to this work, the following summary of events has been compiled and arranged in chronological order for ready reference. Many of these events occurred years before the first white settlements were made in Northwestern Ohio. Others of more recent date note the time of important happenings more closely identified with local affairs, yet each one wielded its influence upon the destiny of city and county.

THE SUMMARY

————————, 1669. Sieur de la Salle descended the Ohio River as far as the Falls, where the City of Louisville, Kentucky, now stands.

May 2, 1670. The Hudson's Bay Company was chartered by the English Government to trade with the Indians about the Great Lakes.

June 14, 1671. Simon Daumont, Sieur de St. Lusson, took formal possession of the country about the Great Lakes in the name of France.

June 17, 1673. Marquette and Joliet reached the Mississippi River at the mouth of the Wisconsin. They descended the Mississippi to the mouth of the Arkansas and returned to Canada via the Illinois River and Lake Michigan.

————————, 1674. Joliet made the first map of the Great Lakes country showing with any degree of accuracy Lake Erie and the mouth of the Maumee River.

————————, 1680. The French established a trading post on the Maumee River a few miles above the present City of Toledo.

April 9, 1682. La Salle reached the mouth of the Mississippi and claimed all

the territory drained by that river and its tributaries in the name of France, giving the region the name of Louisiana.

————————, 1754. Troubles long brewing between France and England, over their American possessions, culminated in the French and Indian war.

February 10, 1763. Treaty of Paris concluded, ending the French and Indian war. France ceded to Great Britain all of Canada and that part of Louisiana east of the Mississippi. By this treaty the site of Toledo came within the British possessions.

June 22, 1774. The Quebec Act was passed by the English Parliament, annexing the present State of Ohio to the Province of Quebec.

October 10, 1774. Battle of Point Pleasant, the principal engagement of Lord Dunmore's war.

October 27, 1780. A great gathering of Indians where Toledo now stands to celebrate the receipt of British bounties for scalps.

September 3, 1783. Treaty ending the Revolutionary war was concluded at Paris. By this treaty the western boundary of the United States was fixed at the Mississippi River.

October 22, 1784. Treaty of Fort Stanwix, which ended the wars between the Five Nations and the western Indian tribes. This treaty paved the way for white settlements in what is now the State of Ohio.

March 1, 1785. The Ohio Company was organized in Boston by Gen. Benjamin Tupper, Gen. Rufus Putnam and others, for the settlement of the country northwest of the Ohio River.

July 13, 1787. Congress passed the ordinance organizing the Northwest Territory.

October 16, 1787. First officials for the Northwest Territory appointed by Congress.

April 7, 1788. The first settlement in Ohio, by authority of the United States Government, was started at Marietta.

————————, 1790. Jean Baptiste Beaugrand and Gabriel Godfroy opened a trading house near the site of the old French post of 1680.

October 23, 1790. Gen. Josiah Harmar was defeated by the Indians where Fort Wayne, Indiana, now stands.

November 4, 1791. Gen. Arthur St. Clair's camp, near the present Town of Fort Recovery, Ohio, was surprised by Indians under Little Turtle. Out of 1,400 men, 595 were reported killed or missing, and 280 wounded.

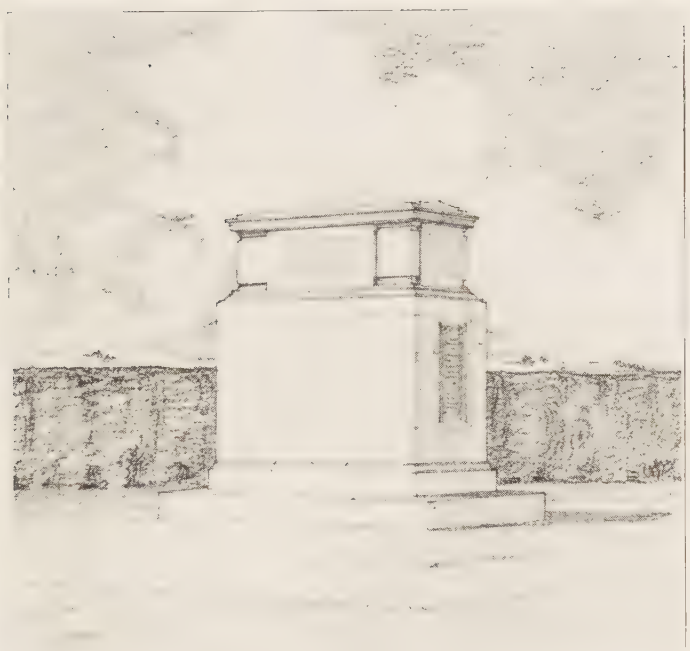
April, 1794. Fort Miami, near the foot of the Maumee Rapids, was built by a detachment of British troops from Detroit, commanded by Col. Richard England.

June 30, 1794. Indians and British attacked Fort Recovery, but were repulsed with heavy loss.

August 18, 1794. Gen. Anthony Wayne completed Fort Deposit, at Roche de Boeuf, within the limits of the present Lucas County.

August 20, 1794. Battle of Fallen Timbers, in which General Wayne wins a decisive victory over the Indians and their British allies.

August 3, 1795. General Wayne concluded a treaty with the Indians at Fort Greenville. Among the lands ceded to the United States by this treaty was a tract twelve miles square at the Maumee Rapids. Part of this tract is now within the limits of the City of Toledo.



The above is a monument ordered by the Historical Society for Western Pennsylvania to commemorate the services of the Pittsburgh Blues at the battle of Fort Meigs. This company, under Captain Butler, belonged to the Pennsylvania Militia, young men of leading families of Pittsburgh. It numbered three commissioned officers, ten non-commissioned officers and forty-six privates. It went with the Greensburg rifle company by boat in September, 1812, to Cincinnati, joined General Harrison's army, marched across Ohio to the relief of Fort Wayne, then down the Maumee River to Fort Meigs. It lost one man killed and four wounded at the battle of Mississineway. At the siege of Fort Meigs it lost three men instantly killed or fatally wounded and six wounded. One of those wounded in the first battle also died at Fort Meigs. It is over the site of the graves of the dead that this monument is to be erected.

August 15, 1796. Wayne County, Northwest Territory, created by proclamation of Winthrop Sargent, acting governor. It included the present Lucas County.

May 7, 1800. Indiana Territory created by act of Congress. It included all that part of the Northwest Territory west of the present boundary line between Ohio and Indiana. East of that line was the Territory of Ohio.

April 30, 1802. President Jefferson approved an act authorizing the people of Ohio to adopt a constitution and form a state government, preparatory to admission into the Union.

May 14, 1802. Rev. David Bacon preached to the Indians where Toledo now stands—first religious services in what is now Lucas County.

November 1, 1802. The Ohio constitutional convention met at Chillicothe.

February 19, 1803. Ohio admitted into the Union.

July 4, 1805. Treaty with the Indians negotiated at Fort Industry, within the present limits of the City of Toledo.

November 17, 1807. Treaty concluded at Detroit, by which the Indians ceded to the United States the lands now comprising Lucas County.

November 25, 1808. Treaty of Brownstown, Michigan, negotiated. It confirmed the cessions made by the Treaty of Detroit the year before.

June 9, 1810. Amos Spafford appointed postmaster at Maumee. This was the first post office established between Monroe, Michigan, and Sandusky.

November 7, 1811. Gen. William Henry Harrison, governor of Indiana Territory, defeated the Indians at the battle of Tippecanoe.

June 18, 1812. Congress declared war against Great Britain.

July 1, 1812. Gen. William Hull's army, on the march to Detroit, crossed the Maumee River a short distance above the present City of Toledo.

August 16, 1812. General Hull surrendered Detroit to the British forces commanded by Gen. Isaac Brock.

January 22, 1813. Gen. James Winchester was defeated by the British and Indians at Frenchtown (now Monroe) and many of his men were massacred after the surrender.

February 2, 1813. General Harrison began the construction of Fort Meigs.

April 27, 1813. General Proctor, with a large force of British and Indians, began a siege of Fort Meigs which lasted until May 9th.

May 5, 1813. Colonel Dudley and 800 Kentuckians were defeated by Proctor's forces, where the Maumee Carnegie Library now stands.

July 20-28, 1813. Second siege of Fort Meigs.

August 2, 1813. British and Indians under Proctor attacked Fort Stephenson (Fremont), but the post was successfully defended by Maj. George Croghan, though outnumbered ten to one.

September 10, 1813. Commodore Oliver H. Perry defeated the British fleet on Lake Erie.

October 5, 1813. Battle of the Thames, in which the Americans were victorious. This engagement ended the war in the Northwest.

April 27, 1816. President Madison approved an act of Congress authorizing the sale of the reservation twelve miles square at the foot of the Maumee Rapids.

September 29, 1816. Treaty with the Indians at the foot of the Rapids, by which they relinquished claim to certain lands in Northwestern Ohio.

September 20, 1817. First public sale of lots in Port Lawrence—now part of Toledo.

October, 1818. About the middle of this month the "Walk-in-the-Water," the first steamboat on the Great Lakes, touched at the mouth of the Maumee River.

December 12, 1818. Northern Light Lodge No. 40, the first Masonic lodge in Lucas County, was organized at Maumee.

March 2, 1827. President John Quincy Adams approved the act granting land to Indiana to build a canal from Lake Erie to the Wabash River.

May 27, 1827. Port Lawrence Township, including the greater portion of the present City of Toledo, was erected by the Michigan authorities as part of Monroe County.

August 30, 1831. At the "Miami Bay of Lake Erie" a treaty was concluded with the Ottawa Indians, by which they accepted certain reservations and relinquished all other lands to the United States.

December 20, 1832. A new plat of the Town of Port Lawrence was filed with the recorder of Monroe County, Michigan.

April 22, 1833. The Erie & Kalamazoo Railroad Company was incorporated by an act of the Michigan Legislature.

August 15, 1834. The first number of the "Toledo Herald," the first newspaper published in the city, came from the press.

June 20, 1835. Lucas County was created by an act of the Ohio Legislature.

September 7, 1835. The first session of the Court of Common Pleas in Lucas County was held about 3 A. M., on account of the boundary dispute with Michigan.

September 14, 1835. First meeting of the county commissioners of Lucas County, to complete the county organization.

March 25, 1836. The first bank in Toledo was incorporated by the Michigan Legislature.

April 30, 1836. The long-standing controversy between Ohio and Michigan over the boundary was settled by act of Congress, which awarded Ohio the territory in dispute.

October 3, 1836. The first train on the Erie & Kalamazoo Railroad ran from Toledo to Adrian.

January 7, 1837. Toledo was incorporated as a city by an act of the Ohio General Assembly.

March 6, 1837. First city election in Toledo. John Berdan elected as the first mayor.

March 3, 1838. Battle of Point Pelee Island, in what was known as the "Patriot War," was fought. Toledo troops took part.

April 9, 1838. The first county jail in Lucas County was completed and accepted by the county commissioners. On the same day the commissioners purchased a tract of land in Adams Township for a county infirmary.

May 3, 1838. The first church building in Toledo was dedicated.

June 17, 1840. The county commissioners authorized the removal of the county seat to Maumee.

May 8, 1843. The first canal boat, commanded by Capt. Cyrus Belden, left Toledo for Lafayette, Indiana.

May 19, 1845. Wapakonica Lodge, No. 38—the first Odd Fellows' lodge in Lucas County—was instituted at Toledo.

June 27, 1845. The first boat from Cincinnati over the Miami & Erie Canal arrived at Toledo.

May 18, 1847. Capt. Daniel Chase's company left Toledo for service in the Mexican war.

February 2, 1848. The War with Mexico was brought to an end by the Treaty of Guadalupe Hidalgo.

February 14, 1848. Toledo's first telegraph office was opened by the Lake Erie Telegraph Company. Uriah C. Cleveland was the first operator in the city.

June 9, 1849. The first Toledo Board of Trade was organized.

November 14, 1849. The Lucas County Agricultural Society was organized. Sanford L. Collins was the first president.

October 16-17, 1850. The first agricultural fair in Lucas County was held in Toledo.

May 22, 1852. The first through train over the Lake Shore & Michigan Southern Railroad ran from Toledo to Chicago.

June 1, 1852. Beginning of the cholera epidemic in the lower Maumee Valley. At Toledo there were 130 deaths in five weeks.

October 12, 1852. At the general election the county seat was removed from Maumee to Toledo by a vote of 2,172 to 1,262.

August 11, 1853. Corner-stone of the old Central High School building was laid. This was Toledo's first high school.

September 25, 1853. The Toledo Gas Light and Coke Company was incorporated.

July, 1855. The Wabash Railroad was opened between Toledo and Fort Wayne, Indiana.

July 26, 1856. The first Toledo Medical Association was organized with twelve members.

August 18, 1859. The first passenger train on the Cincinnati, Hamilton & Dayton Railroad arrived at Toledo.

April 15, 1861. President Lincoln called for 75,000 volunteers to suppress the rebellion and aid in enforcing the laws.

April 25, 1861. The Fourteenth Ohio Infantry left Toledo for the front—Lucas County's first contribution to the Union volunteer army.

May 27, 1862. The first street cars were placed in service in Toledo.

November 19, 1866. Forsyth Post, Grand Army of the Republic, was organized in Toledo—the first post in Lucas County.

December 20, 1869. Toledo Lodge, No. 20, Knights of Pythias, was instituted in Toledo. This was the first lodge of that order in Lucas County.

————, 1870. During the summer of this year Grove K. Gilbert made the first comprehensive geological survey of Lucas County.

May 1, 1872. The Pennsylvania Railroad was opened to Toledo.

October 21, 1872. Jessup W. Scott and his wife donated to a board of trustees 160 acres of land for the benefit of the Toledo University of Arts and Trades.

December 29, 1873. Water was first delivered to the people of Toledo by the new waterworks.

January 7, 1876. The Toledo Produce Exchange was organized.

January 10, 1877. The Hocking Valley Railroad Company began running regular trains to Toledo.

January 20, 1878. The first telephone was installed in Toledo, connecting the ticket office in the Boody House with the Western Union Telegraph Company's office.

June 8, 1878. President Hayes approved an act of Congress providing for a United States District Court at Toledo.

August 15, 1882. The Wheeling & Lake Erie Railroad Company began running regular trains.

August 25, 1882. Toledo and Detroit were connected by long distance telephone.

September 5, 1882. The first street car crossed the Cherry Street bridge to East Toledo.

February 17, 1883. Great flood at Toledo, the water in the Maumee River reaching the highest stage in history.

July 4, 1883. The corner-stone of Memorial Hall was laid with appropriate ceremonies.

October 18, 1883. Gen. James B. Steedman died at Toledo.

July 28, 1885. The Maumee Valley Monument Association was organized to "survey, mark and preserve historic sites."

February 22, 1886. Memorial Hall was dedicated to the veterans of the Civil war and the principles for which they fought.

October 24, 1886. The Toledo Elks' Lodge was instituted.

April 26, 1887. A considerable part of the business district in the Village of Sylvania was destroyed by fire.

May 26, 1887. The Steedman monument, at the junction of St. Clair and Cherry streets, was unveiled. The monument was afterward removed to Riverside Park.

August 10, 1887. Natural gas was introduced in Toledo.

September 3, 1893. The corner-stone of the new courthouse at Toledo was laid.

January 1, 1897. The new courthouse was opened to the public.

February 15, 1898. The United States Battleship "Maine" was blown up in Havana Harbor.

April 25, 1898. Congress declared war against Spain.

April 29, 1898. The first Lucas County troops left Toledo for service in the Spanish-American war.

April 18, 1901. The Toledo Museum of Art was incorporated.

April, 1909. Work was commenced on the new post office building at Madison Avenue and Thirteenth Street.

February 24, 1910. The filtration plant supplied the people of Toledo with pure filtered water for the first time.

December 16, 1911. The new post office was opened for business.

October, 1912. The Toledo Museum of Art was opened to the public.

July 4, 1913. The corner-stone of the Perry memorial monument at Put-in-Bay was laid by the Masonic fraternity, the Grand Master of the Ohio Grand Lodge officiating.

November 4, 1913. At the election on this date commissioners were chosen to draft a new charter for the City of Toledo.

November 3, 1914. The new charter was ratified by the city's voters by a vote of 21,028 to 16,466.

January 1, 1916. The new city charter went into effect.

April 6, 1917. The United States Congress declared war against the German Empire.

June 5, 1917. First registration of men between the ages of 21 and 31 years for military service under the selective draft law. In Lucas County 33,914 registered.

November 11, 1918. An armistice was agreed to between the Allied and German commanders—end of the World war.

November 6, 1919. Henry L. Doherty, president of the Toledo Railways and Light Company, ordered all Toledo street cars taken out of the State of Ohio.

March 28, 1920. A tornado did great damage in Fulton County and the western part of Lucas County.

August 22, 1920. The Community Traction Company was incorporated with a capital of $10,000,000.

November 2, 1920. At the election on this date the people voted for the adoption of an ordinance providing for operation of the street railway system on the service-at-cost plan, under which the city will ultimately own its street railways.

February 21, 1921. The Toledo post office was robbed of about one million dollars.

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